

Folsom City Council Staff Report

MEETING DATE:	8/24/2021
AGENDA SECTION:	Public Hearing
SUBJECT:	<p>City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions</p> <ol style="list-style-type: none"> 1. Resolution No. 10689 - A Resolution of the City Council of the City of Folsom Adopting an Addendum to the Folsom 2035 General Plan Final Environmental Impact Report for the Housing Element Update and Amending the General Plan By Adopting Updates to the Housing Element, Land Use Element, Safety And Noise Element And Implementation Element 2. Resolution No. 10690 - A Resolution to Amend the Empire Ranch Specific Plan to Expand the Regional Commercial Center (RCC) Land Use Designation to Allow for Multifamily Residential as a Permitted Use in Conjunction with the Folsom Housing Element Update
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff respectfully recommends that the City Council:

1. Move to approve Resolution No.10689 to adopt an Addendum to the Folsom 2035 General Plan Final Environmental Impact Report prepared for the City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions.

The same Resolution approves the proposed amendments to the City of Folsom 2035 General Plan by adopting the 2021 Housing Element, Land Use Element Update (including revisions to the Land Use Diagram), Safety and Noise Element Update, and

Implementation Element Update.

2. Move to approve Resolution No. 10690 to amend the Empire Ranch Specific Plan to allow multifamily residential development as a permitted use under the regional commercial land use designation and commercial/central business district zoning.

BACKGROUND / ISSUE

Periodically, all cities and counties in California must update their Housing Element, one of the seven mandated elements in the General Plan. The City of Folsom last updated its Housing Element in 2013. The City is currently finalizing a comprehensive update of the 2013 Housing Element. Upon adoption, the 2021 Housing Element will become part of the City of Folsom General Plan. In accordance with State law, this sixth cycle Housing Element update will also require updates to the Safety and Noise Element of the General Plan.

Even though the Housing Element is one of seven required elements of the General Plan, it has several unique requirements that set it apart from the other six required General Plan elements (Land Use, Circulation, Conservation, Noise, Open Space and Safety). State law (Government Code Section 65580 *et seq.*) specifies in detail the topics that the Housing Element must address and sets a schedule for regular updates (currently every eight years). The Housing Element is also the only General Plan element that is subject to review and approval by the State for compliance with State law. The California Department of Housing and Community Development (HCD) is the State department responsible for this certification. Additionally, the State has enacted significant new guidance and legislation regarding the Housing Element.

The City's current Housing Element was adopted in August 2013. The sixth cycle Housing Element will cover the May 15, 2021 through May 15, 2029 planning period and will reassess the community's housing-related goals and objectives, while addressing issues and establishing objectives with respect to a wide range of possible housing related programs. The sixth cycle also presents several new challenges for the City in terms of meeting an increased Regional Housing Needs Assessment (RHNA) and navigating new state laws pertaining to housing, including, but not limited to the SB 166 (2017) "no-net-loss" law that requires land inventory and site identification programs in a Housing Element to always include sufficient sites to accommodate the unmet RHNA, as well as AB 686 (2018) which requires affirmatively furthering fair housing as a part of a jurisdiction's Housing Element planning process and guiding documents for community development.

Regional Housing Needs Assessment (RHNA)

The RHNA is part of a statewide mandate that addresses housing issues related to future growth. State law requires HCD to provide regional determination of projected housing needs. The Sacramento Area Council of Governments (SACOG) is responsible for developing a RHNA Methodology and approving a RHNA and Regional Housing Needs Plan (RHNP) for the SACOG six-county region. The SACOG Board adopted the sixth cycle 2021-2029 RHNA Methodology in November 2019, and the RHNP on February 20, 2020.

The RHNA allocates to both cities and counties each jurisdiction’s “fair share” of the region’s projected housing needs, broken down into four income categories: very low-, low-, moderate- and above moderate-income. See below for a breakdown of how these categories are defined in terms of median income:

Average Income by Income Category		
Income Category	Household Income Bucket (Based on Area Median)	Annual Household Income (Based on Four Person Household)
Above Moderate Income	120+%	Above \$109,320
Moderate Income	80-120%	\$72,501-\$109,320
Low Income	50-80%	\$43,301-\$72,500
Very Low Income	<50%	Less than \$43,300

Source: Department of Housing and Urban Development (HUD) FY 2021 Income Limits Summary

These allocations are intended to be used by jurisdictions when updating their Housing Element as the basis for assuring that adequate sites and zoning are available to accommodate the expected growth in housing during the eight-year planning period.

Folsom’s Regional Housing Needs Unit Allocation by Income						
RHNA	Very Low	Low	Moderate	Above Moderate	Total	*Average Yearly Need
Housing Units	2,226	1,341	829	1,967	6,363	795
Percent of Total	35%	21%	13%	31%	100%	

Note: * Based on 8-year planning period

Source: SACOG Regional Housing Needs Plan Cycle 6 (2021-2029) February 2020

As shown in table above, SACOG allocated Folsom a total of 6,363 housing units for the eight-year housing cycle. The allocation is equivalent to approximately 795 housing units annually for the eight-year planning period. Of the 6,363 housing units, 3,567 units are to be affordable to very low-income and low-income households. This represents a significant increase in the lower-income RHNA (2,072 units) from the previous allocation for the 2013 Housing Element.

A core assumption of the RHNA requirements is that the higher the allowed density in the zoning, the more likely it is to accommodate affordable housing. Thus, the lower income

categories (very low- and low-income) can only be accommodated on sites zoned for higher densities (allowing at least 30 units per acre). If a jurisdiction does not have enough zoning capacity to accommodate all income categories of its RHNA, it is required to identify additional sites and rezone them by 2024.

In addition to identifying adequate lower income sites, the other significant challenge the City faces pertains to the new “no-net-loss” requirement. Pursuant to Government Code Section 65863, the City must maintain adequate sites for lower-income housing throughout the entire eight-year planning period. As such, if the City approves a development for a site identified in the Housing Element as suitable for lower-income housing but the development consists of fewer units or a different income category (such as market rate housing on a potential lower-income site zoned for 30 units per acre), the City must either make “no net loss” findings that the other (remaining) Housing Element sites are adequate to meet the RHNA for lower-income housing, or identify and rezone a replacement lower income housing site within 180 days. In the event rezone is necessary in order to meet the no-net-loss requirement, the task to find and rezone a replacement site is the City’s responsibility, not the developers. Thus, in addition to identifying adequate sites to meet the RHNA obligation, the City also needs to develop strategies to build in extra capacity in the Housing Element to address the no-net-loss requirement (assuming that the City will likely receive and potentially approve market rate apartment projects on multifamily high-density land during the eight-year period).

The table below summarizes the current estimated residential capacity compared to RHNA by income level:

Estimated Residential Capacity Compared to RHNA by Income					
	Very Low-Income Units	Low-Income Units	Moderate-Income Units	Above Moderate-Income Units	Total Units
RHNA	2,226	1,341	829	1,967	6,363
	3,567				
Residential Capacity	4,057		4,016	6,354	14,429
Surplus	+490		+3,189	+4,387	

Source: City of Folsom 2021 Draft Housing Element Update

City Council Study Sessions

At the March 10, 2020 City Council meeting, the City’s Housing Element consultant, Ascent Environmental, Inc. (Consultant), provided the City Council with an overview of the City’s 2021 Housing Element update process, summarized the challenges and opportunities pertaining to the required accommodation of Folsom’s share of the lower-income RHNA

determined by SACOG, and outlined the requirements of newly enacted State Housing Element Law.

At the July 28, 2020 City Council meeting, the Consultant presented City Council with a potential RHNA shortfall analysis and requested input on three proposed Housing Element RHNA strategies/questions to build in extra capacity:

1. Does the City Council support increasing allowable densities within key areas of the City including the transit priority areas, East Bidwell Mixed Use Corridor, and the Regional Town Center site in the Folsom Plan Area?
2. Does the City Council support increasing the maximum allowed dwelling unit count in the Folsom Plan Area in order to meet the RHNA?
3. Does the City Council want to entertain an expansion to the existing inclusionary requirement to expand applicability beyond for sale housing to include rental housing?

The City Council considered each of the three proposed RHNA strategies/questions and supported strategies to increase allowable densities within key areas (Question 1) and increasing the overall dwelling unit count in the Folsom Plan Area (Question 2), but the Council was not in favor of applying inclusionary requirements to rental housing (Question 3).

The feedback received from the City Council and the Housing Element public engagement process, along with new state mandates, was used to prepare new proposed policies and programs in the 2021 Housing Element Update Public Review Draft, which was released on December 21, 2020.

2021-2029 Housing Element Public Review Process

The Housing Element is a critical part of the City's efforts to preserve, improve, and encourage development of housing accessible to everyone in the community, hence public engagement and input are important to ensure successful housing policies and programs. Furthermore, as set forth in Section 65583 of the Government Code, local governments are required to make a diligent effort to achieve public participation of all economic segments of the community in developing the Housing Element. During this Housing Element update process, as a result of the COVID-19 pandemic, new outreach approaches were utilized to ensure community and stakeholder participation. As part of the community engagement effort, City staff and the consultant team hosted three virtual focus group sessions to gather input from various stakeholders on key housing issues. The virtual focus group sessions were held on the following topics: Affordable Housing Strategies (June 2, 2020); Missing Middle and Multi-Generational Housing Strategies (June 3, 2020); and Homelessness and Special Needs Housing (June 9, 2020). The feedback received from each focus group was incorporated into the Housing Element update and used to guide new policies and programs. Attachment C.3 of the Housing Element Background Report contains a summary of feedback received.

In addition to the virtual focus group study sessions, the consultant team, in coordination with City staff, hosted an online community workshop to introduce the Housing Element update process to the community. The online community workshop and video presentation was accompanied with an online survey for community members to provide feedback on housing issues, goals, and strategies to meet the City's housing needs. The online community workshop was widely advertised, and the City received 420 responses to the survey. Attachment C.3 of the Housing Element Background Report contains a summary of the survey responses gathered and utilized in formulating the programs and policies identified in the Draft Housing Element Policy Document.

Planning Commission and City Council Draft Housing Element Hearings

On January 20, 2021, following release of the Public Review Draft Housing Element, City staff and the consultant team presented the Draft Housing Element to the Planning Commission at a public hearing in the form of a study session to engage the Planning Commission, stakeholders, and the public in the Housing Element review process. On February 9, 2021, the City Council conducted a public hearing study session to review the Draft Housing Element. At the public hearing, the City Council was presented with the Planning Commission recommendations as well as the public comments received on the Draft Housing Element. The City Council recommended minor changes to the Draft Housing Element and authorized staff to submit the Draft Housing Element to HCD for the State-mandated compliance review.

California Department of Housing and Community Development (HCD) Review

The Draft Housing Element (Draft) was submitted for a formal 60-day review to HCD on February 11, 2021. On March 25, 2021, staff and consultants participated in a conference call with HCD to discuss comments to the Draft based on HCD's preliminary review. The primary focus of HCD's comments pertained to expanding the analysis of Affirmatively Furthering Fair Housing (AFFH), clarifying some of the details contained in the Background Report and Policy Document, and adding additional programs to comply with State Law. Based on HCD's comments during the conference call, the City submitted revisions to the Draft on March 30, 2021. On April 6, 2021, the City received further comments from HCD to address five items (AFFH; requirement of fee schedules on the City's website; quantified objectives for housing conservation; additions and/or revisions to housing programs; and establishment of written procedures to grant priority water and sewer service to developments with low-income households). HCD's comment letter is attached hereto in Attachment 4. The City responded by submitting additional revisions to HCD on May 4, 2021, and HCD advised additional information was needed to address AFFH issues raised in Sacramento Housing Alliance comment letter dated May 24, 2021. The City submitted a third revision to HCD on June 9, 2021 and requested an expedited 30-day review of the Draft in order to meet the City's adoption deadline. On July 2, 2021, HCD requested two additional items be added related to fair housing outreach (Program H-32) and a definitive timeframe for coordination related to homeless services (Program H-31). The City quickly turned around a fourth set of revisions to address these final remaining items and requested a conditional approval letter.

On July 16, 2021, the City received a conditional approval letter from HCD stating that the City's Draft Housing Element, incorporating the revisions submitted, meets the statutory requirements of State Housing Element Law (Article 10.6 of Gov. Code), and that the 2021 Housing Element will comply with State Housing Element Law when it is adopted by the City Council and approved by HCD. The letter also included a reminder that the City's sixth cycle housing element was due on May 15, 2021 and as such, the City's fifth cycle housing element no longer satisfies the statutory requirements. As a result, the City is encouraged to adopt and submit the Housing Element within the 120-day grace period to regain Housing Element compliance. HCD's conditional approval letter is attached hereto in Attachment 4.

Comment Letters from Sacramento Housing Alliance

On January 20, 2021, the City received a comment letter from Sacramento Housing Alliance (SHA) regarding the City's Draft Housing Element. On March 2, 2021, the City's consultant and staff participated in a conference call with SHA to discuss SHA's comments and concerns raised in the comment letter. As a result of this meeting, City staff and the Consultants made several SHA recommended revisions to the Draft Housing Element which were incorporated in the Draft submitted to HCD on March 30, 2021. On April 7, 2021, SHA provided the City with a second comment letter expressing concerns that the Draft Housing Element submitted to HCD on March 30, 2021 did not address several of the issues raised by SHA. On May, 4, 2021 the City sent a response letter to SHA regarding SHA recommended revisions to the Draft Housing Element. On May 24, 2021, SHA provided a follow-up comment letter outlining several outstanding concerns. These SHA comments were discussed with HCD during the May 2, 2021 follow-up meeting, and as described above, revisions were made to the Draft to address SHA's comments related to AFFH. Copies of SHA's comment letters and the City responses to these letters are attached hereto in Attachment 5. Even with the SHA comments, HCD is satisfied with the City's Draft Housing Element and issued a conditional approval letter, paving the way for the City to move forward with a recommendation that the City Council adopt the new 2021 Housing Element.

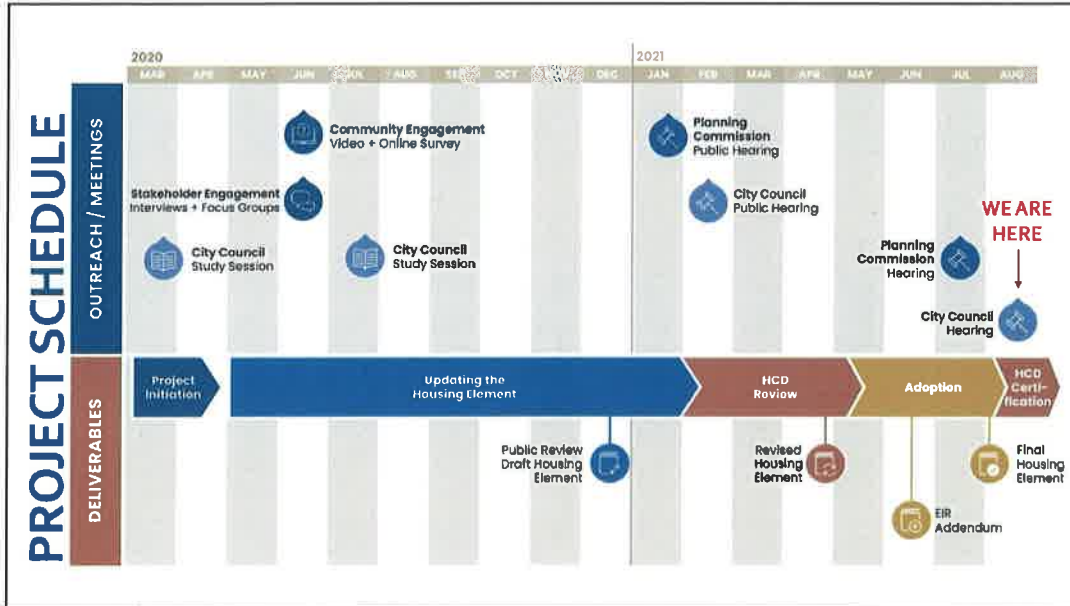
Summary of Housing Element Revisions

In addition to revisions requested/suggested by HCD and SHA and clean-up revisions initiated by staff and the consultant team, the updated draft includes a revision to Policy H3.4 based on a public comment received on June 25, 2021 (attached hereto in Attachment 6) regarding the potential opportunity to utilize State surplus land for affordable housing development.

A table summarizing all substantive Draft Housing Element revisions based on Planning Commission and City Council direction, HCD comments, SHA comments and other public comments is included as Attachment 3.

Project Schedule

The exhibit below provides an overview of this sixth cycle Draft Housing Element review process and timeline and where we are currently in the process.



Related General Plan Amendments

In conjunction with the Housing Element Update, the City proposes to amend the Land Use Element of the General Plan by amending the land use diagram to correct the East Bidwell Mixed Use Overlay and to revise Policy LU 9.1.10 (Renewable and Alternative Energy Generation Systems). In compliance with State law, the City is also updating the Safety and Noise Element of the General Plan to address climate adaptation and resilience strategies. The update adds new emergency preparedness and evacuation route policies, new climate change policies to address flood hazards, wildfires and wildfire smoke and a new Extreme Heat section that includes a new goal statement policies. The update also includes a Climate Adaptation and Resilience Report, which serves as a climate change vulnerability assessment and will be included in the General Plan as Appendix D. Finally, the City proposes to update the Implementation Element to reflect the Safety and Noise Element Update. Revisions to the Implementation Element include new implementation programs to address evacuation routes, stormwater and flood management, wildfire and wildfire smoke protection, and extreme heat. In addition, there are several clean-up revisions included in the Implementation Element.

On July 2, 2021, the City received a comment letter (Attachment 7) from the Sacramento Metro Air District which recommended minor clean-up revisions to the Public Review Draft Safety and Noise Element and Public Review Draft Implementation Element as summarized below:

1. Asbestos: Replace the word “mitigate” with “reduce” in Safety and Noise Element Policy SN2.1.3 regarding natural occurring asbestos.

2. Implementation Programs: Correct Implementation programs in Chapter 10 related to extreme heat that incorrectly reference policies related to Noise.

These recommended revisions have been incorporated in the Draft Safety and Noise Element and Draft Implementation Element.

Empire Ranch Specific Plan Amendment

In conjunction with the Housing Element Update, the City also proposes to amend the Empire Ranch Specific Plan to modify allowed uses in the Regional Commercial Center (RCC) land use designation and applicable zoning district to allow multifamily residential as a permitted use. This proposed amendment will provide additional housing capacity to meet the City's lower-income RHNA for the sixth cycle planning period.

Planning Commission Public Hearing

On July 2021, the Planning Commission held a duly noticed public hearing, considered an Addendum to the Folsom 2035 General Plan Final Environmental Impact Report prepared for the City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions in accordance with the California Environmental Quality Act (CEQA), reviewed the proposed project and received public comments.

Two comment letters were received by the Commission. Sacramento Housing Alliance submitted a public comment letter to be read into the record regarding accommodating the Lower Income RHNA. An organization called 350 Sacramento submitted a public comment letter on the Housing Element Update and Related Actions Environmental Checklist and Addendum regarding the transportation analysis related to vehicle miles traveled (VMT). These comment letters are included in Attachments 5 and 8, respectively. No members of the public spoke at the meeting.

At this meeting, the Commissioners shared comments regarding the proposed Housing Element update and discussed the concerns presented in the comment letters provide by 350 Sacramento and SHA, with the primary focus on several key topics as follows:

- Vehicle miles traveled (VMT) and level of service (LOS)
- Support for accessory dwelling units and multi-generational units as a strategy to help the City meet its RHNA
- Desire for future opportunities to discuss green roofs, and other environmental programs, policy revisions, and implementation plans in the General Plan
- Need to adopt objective design standards as soon as possible
- Recommended minor modifications to Housing Element Programs H-10 and H-16
- Rewording (rather than deleting) LU 9.1.10 to ensure that the City encourages rooftop solar, battery storage and SMUD's Solar Share Program

The Commission modified Housing Element Programs H-10 and H-16 as follows:

H-10 Provide Information on Affordable Housing - The City shall create and distribute educational materials, including a page on the City website, social media posts, and/or brochures, to provide information on the needs and benefits of affordable housing and available resources in the city. The City shall collaborate with local homeless service providers to ~~raise community awareness~~ **provide information** on homeless needs in the city.

H-16 Facilitate Affordable Housing Development on City-Owned Land - The City shall facilitate the construction of affordable housing, including possible accessory dwelling units, on the City-owned sites located at 300 Persifer Street (APN 070-0172-048) and on Riley Street near Comstock Drive (APN 071-0190-076). The City shall collaborate with an interested affordable housing developer to **sell or lease surplus City land for the construction of deed-restricted affordable housing consistent with the Surplus Land Act** ~~construct deed-restricted affordable housing~~. The City shall target production of 16 affordable units on City-owned sites by 2029.”

Regarding Land Use Element Policy LU 9.1.10 (Renewable and Alternative Energy Generation Systems), two commissioners expressed concerns with deleting the Policy and recommended that the Commission not support staff’s recommendation, especially given the environmental concerns outlined in the climate resiliency report accompanying the Safety and Noise Element Update. Instead, they proposed a revision to the Policy to make solar and other renewable energy generation systems a "recommendation" for projects where renewable is not required by the California Building Code. The two commissioners also expressed support for allowing projects to consider programs like SMUD’s Solar Share Program in place of on-site generation. Since the Commission was not unanimous in its support to reword the Policy, the Commission directed staff to further review the Policy and present the matter to City Council for their consideration. A review of LU 9.1.10 is presented later in this Staff Report under the Analysis/Land Use Element Update section.

The Planning Commission adopted a motion (6-0-0-1) to recommend that the City Council approve the Addendum to the Folsom 2035 General Plan Final Environmental Impact Report prepared for the City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Action; adopt the General Plan Amendments to update the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element; and adopt the Empire Ranch Specific Plan Amendment.

POLICY / RULE

The City is required to have a Housing Element as part of its General Plan. Government Code Section 65583(c)(3) states that the Housing Element must examine constraints on housing. The City must provide programs, policies, goals, and quantified objectives (Government Code Section 65583). Amendments to the General Plan, including amendments to the Housing Element, must be adopted by the City Council (Gov Code section 65300 and 65301).

The City is required to update the City's Safety and Noise Element to address climate adaptation and resiliency strategies (Gov. Code section 65302).

A Specific Plan must be amended in the same manner as a general plan, and it must be consistent with the General Plan (Gov. Code sections 65453 and 65454).

ANALYSIS

State law requires cities and counties to update both the Housing and Safety Elements of their General Plan at the same time. The City is now in the process of adopting the 2021-2029 Housing Element Update to accommodate the sixth RHNA cycle. The sixth cycle Housing Element target adoption date is May 15, 2021, with a 120-day grace period ending September 12, 2021. The project proposes to amend the Folsom 2035 General Plan (General Plan) to update the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element. In addition, the project proposes to amend the Empire Ranch Specific Plan, as described in further detail below.

Housing Element Update

The purpose of the Housing Element is to identify the community's housing needs, to state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and to define the policies and programs that the community will implement to achieve the stated goals and objectives. As such, this sixth cycle Draft Housing Element is the culmination of a 15-month process in which the City, in concert with the City's consultant, developed the Housing Element Background Report and Policy Document. The Background Report is designed to meet Housing Element requirements and to provide the background information and analysis to support the goals, policies, programs, and quantified objectives contained in the Policy Document.

The Housing Element update builds on the policies and programs of the 2013 Housing Element and the City's success in implementing these policies and programs. Additionally, the City proposes to implement a number of new innovative programs to encourage and support the development of affordable housing and to respond to new State requirements. Furthermore, the Housing Element Update addresses potential constraints to housing production and recommends actions for removing or reducing the identified constraints.

The most significant updates to the 2013 Housing Element, as reflected in the proposed 2021 Housing Element update, include the following:

1. Increased Capacity for Housing

East Bidwell Mixed Use Overlay - One of the most significant changes since the 2013 Housing Element was the City's General Plan Update adopted in 2018. This update included the creation of the East Bidwell Mixed Use Overlay which increased housing development opportunities along East Bidwell Street between Coloma Street and U.S.

Highway 50. As a result, this Draft Housing Element includes approximately 52.9 acres of vacant land with realistic capacity for about 1,236 lower-income housing units.

In addition, Draft Housing Element Program H-2 would increase residential capacity densities along the East Bidwell corridor to further accommodate the City's RHNA.

Accessory Dwelling Units – An accessory dwelling unit (ADU) is an additional self-contained living unit, either attached to or detached from the primary residential unit on a single lot. It has cooking, eating, sleeping, and full sanitation facilities. ADUs can be an important source of affordable housing since they can be constructed less expensively and have no associated land costs. During the last few years, ADU construction in the City of Folsom has steadily increased. The City Council adopted an update to the City's Accessory Dwelling Unit ordinance in July 2020 to comply with recent changes in State law which encourage ADU development. Based on these changes and previous ADU production trends, it is anticipated that the production of ADUs will increase significantly resulting in an average production of 24 ADUs per year during the six-cycle Housing Element planning period. This is equal to 194 ADUs during the planning period.

Multi-Generational Housing in the FPASP - Multi-generational houses are single-family homes that have a second separate living space, or suite, that is complete with, at minimum, a private entrance (in addition to a shared door with the main house), a bedroom, and a kitchen or kitchenette. Several home builders in the Folsom Plan Area have produced multi-generational houses in recent developments. These products provide an alternative to traditional ADUs and allow secondary units to be constructed on small lots. Based on stakeholder input and current market trends, it is anticipated that the production of multi-generational housing will increase significantly during the sixth cycle planning period. As such, it is assumed that 387 multigenerational housing units would serve lower-income individuals during the planning period.

Empire Ranch Specific Plan Amendment– In conjunction with the Housing Element update, staff proposes a concise amendment to the Empire Ranch Specific Plan to include multifamily housing as a permitted use in the Regional Commercial Center (RCC) land use designation. This amendment will allow multifamily development on the only RCC site located within the Specific Plan: a 19.25-acre site (APN 072-1170-113-0000) located at the southeast corner of the Empire Ranch Road and Iron Point Road intersection.



The proposed amendment to the Empire Ranch Specific Plan provides increased capacity to help meet the City's lower income RHNA.

Based on property owner input, the Draft Housing Element assumes that 70 percent of the 11.5 developable acres on the 19.25-acre site would be developed as multifamily residential. As such, housing capacity for this site assumes 217 dwelling units during this planning period. Additional information regarding the specific plan amendment is contained later in this report.

2. Affirmatively Furthering Fair Housing

Pursuant to Assembly Bill 686 (2018), the Background Report includes an assessment of fair housing within the Housing Needs Section. This assessment examines the existing conditions and demographics in Folsom including integration and segregation, concentrated areas of poverty, areas of low and high opportunity, and disproportionate housing needs. The analysis is provided at both a local and regional level, describing settlement patterns across the region, as well as local data and knowledge, and other relevant factors. This analysis is used to identify and prioritize contributing factors that could inhibit fair housing in Folsom. In addition, a number of the Housing Element programs in the Policy Document identify milestones and metrics related to affirmatively furthering fair housing.

3. High Density Residential Site Capacity Profiles

Attachment C.2 of the Background Report includes site profiles for each vacant or underutilized site identified in the inventory that is designated for multifamily high-density development or mixed-use development allowing residential densities up to 30 units per acre. A profile is provided for each site indicating the assessor parcel number (APN), address, general plan land use designation, zoning, allowed density, floor-area-ratio (FAR), size, applicable height limit, and existing use. The profile indicates whether the site was identified in previous housing elements and includes a site description, access to utilities or infrastructure, environmental constraints, and an analysis of realistic unit capacity. In addition, vacant sites north of Highway 50 also include an evaluation of the site based on the California Tax Credit Allocation Committee (TCAC) funding criteria. Note: An evaluation of TCAC funding criteria is not yet provided for vacant sites south of Highway 50 because the TCAC funding criteria is largely dependent on proximity to existing amenities and services.

4. New Housing Element Programs

Included within the Draft Housing Element are 34 implementation programs to address the existing and projected housing needs of all economic segments of the Folsom community. Of these 34 implementation programs there are 19 new programs which are summarized (refer to the Housing Element Policy Document for expanded program descriptions) below:

Create Additional Lower-Income Housing Capacity (Program H-2) – The City shall create additional opportunities to ensure the City maintains adequate capacity to meet the lower-income RHNA throughout the planning period. The City shall increase maximum allowable densities in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District, and the Folsom Plan Area Specific Plan Town Center.

Accessory Dwelling Unit Tools and Resources (Program H-4) - The City shall develop an ADU Design Workbook that provides illustrated examples of the design standards and styles, as well as other design ideas to assist property owners, developers, and architects.

Accessory Dwelling Unit Incentives (Program H-5) - The City shall incentivize and encourage the construction of accessory dwelling units through development fee reductions and/or waivers.

Track and Monitor Accessory Dwelling Units and Multi-Generational Units (Program H-6) - The City shall track new accessory dwelling units and multi-generational housing units and shall conduct a survey every two years to collect information on the use and affordability of these units.

Objective Design Standards for Multifamily Housing (Program H-8) – The City shall rescind the Design Guidelines for Multifamily Development upon adoption of the Housing Element and adopt objective design standards for multifamily development as part of the comprehensive zoning code update.

Conduct Inclusionary Housing Fee Study (Program H-9) – The City shall prepare a fee study on the City’s inclusionary housing in-lieu fee. Depending on the findings of the study, the City may consider revising the Ordinance to update the methodology for calculating the inclusionary housing in-lieu fee.

Incentives for Affordable Housing Development (Program H-12) – The City shall provide incentives for affordable housing development, including density bonuses, fee deferrals or reductions, and reduced fees for studio units.

Update Density Bonus Ordinance (Program H-13) - The City shall update the City’s density bonus ordinance, as part of the comprehensive zoning code update, to reflect recent changes in State law.

Affordable Development at the Glenn/Robert G Holderness Station (Program H-15) - The City shall pursue opportunities to work with an affordable housing developer to construct affordable housing at the Glenn/Robert G Holderness Station parking lot site.

Facilitate Affordable Housing Development on City-Owned Land (Program H-16) – The City shall facilitate the construction of affordable housing, including possible accessory dwelling units, on the City-owned sites.

Study the Purchase of Land for Affordable Housing (Program H-17) - The City shall explore the feasibility and appropriateness to establish a program to use housing trust fund money or other sources to purchase land to support the development of affordable housing dispersed throughout the city.

Prioritize Infrastructure for Affordable Housing (Program H-18) – The City shall establish procedures for granting priority water and sewer service to developments with lower-income units in compliance with State Law.

Expand Existing Affordable Housing Developments (Program H-23) – The City shall initiate conversations with owners of existing affordable housing complexes to identify potential opportunities to increase the number of affordable units.

Housing Conditions Survey (Program H-26) – The City shall seek funding through the Community Development Block Grant, or other funding sources, to conduct a survey of housing conditions.

Habitat for Humanity Home Repair (Program H-28) – The City shall work with Habitat for Humanity to promote the Home Repair Program by Habitat which responds to health, accessibility and safety concerns in homes owned by low-income households.

Zoning Code Amendments for Special Needs Housing (Program H-30) - As part of the City's comprehensive Zoning Code Update, the City shall amend the zoning code to ensure compliance with State housing law related to the following:

- Low barrier navigation center
- Supportive housing
- Parking standards for residential care homes and emergency shelters
- Farmworker housing
- Group homes of more than 6
- Reasonable accommodations
- Mobile home zoning district
- SB 35 procedures

Homelessness Services (Program H-31) - The City shall work with Sacramento County and local community-based organizations to explore opportunities and form partnerships to bring satellites service for individuals experiencing homelessness.

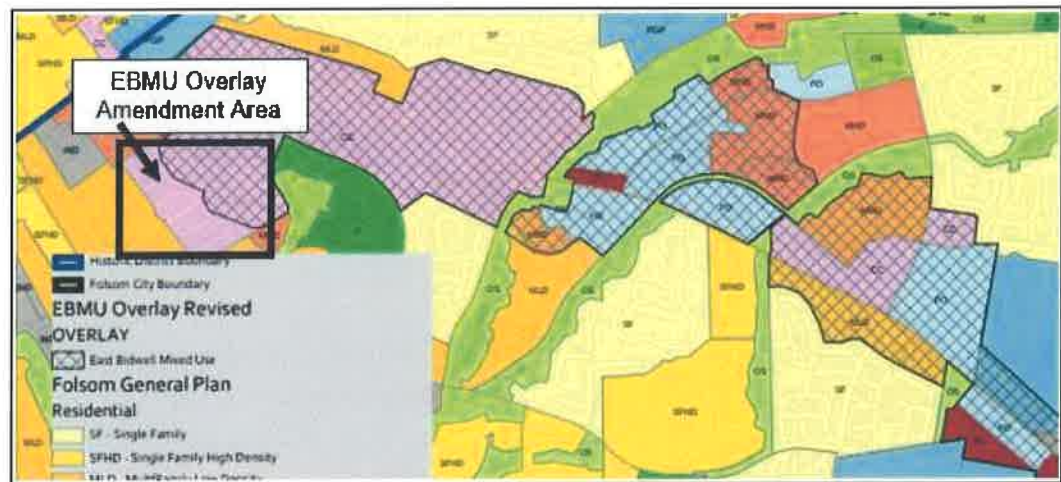
Affirmative Marketing Plan (Program H-33) - The City shall require affordable developers to prepare an affirmative marketing plan, as a condition of receiving public funding and shall encourage private developers to prepare an affirmative marketing plan. The affirmative marketing plan shall ensure marketing materials for new developments are designed to attract renters and buyers of diverse demographics, including persons of any race, ethnicity, sex, handicap, and familial status.

Green Means Go (Program H-34) - The City shall support the SACOG Green Means Go program by accelerating infill development that reduces vehicle trips.

Land Use Element Update

Along with the Housing Element Update, the City proposes two clean up items associated with the Folsom General Plan Land Use Element (Attachment 1C) as follows:

1. The City proposes to amend the General Plan land use diagram to correct the East Bidwell Mixed Use Overlay shown on the land use diagram to remove residences that were inadvertently included within the overlay boundary. This area to be removed from the boundary is located south of Riley Street, between Lembi Drive and Glenn Drive as shown in the exhibit below.



2. The Folsom 2035 General Plan, adopted in 2018, includes the following policy to promote the use of renewable and alternative energy in the city:

LU 9.1.10 Renewable and Alternative Energy Generation Systems.

Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.

This policy was intended to require renewable and alternative energy generation systems in new master planned communities and was not intended to apply to individual projects processed through a planned development permit. However, due to the vague language, City staff has had difficulty appropriately implementing this policy. Additionally, the greenhouse gas analysis in the General Plan did not rely on any specific reduction in connection with this policy. As such, City staff reviewed the policy and found that given advances in energy efficiency in California, this policy is outdated. The 2019 update to the California Building Code included a requirement for rooftop solar on all residential developments and for major home renovations. In addition, the Sacramento Municipal Utility District (SMUD) continues to increase its

renewable energy portfolio and provides opportunities for housing projects to meet their solar requirement by participating in SMUD'S Solar Share program, thereby reducing greenhouse gas emissions associated with the electrical grid.

Based on the recent advances in energy efficiency described above, City staff recommended that the General Plan Land Use Element be amended to delete Policy LU 9.1.10 Renewable and Alternative Energy Generation Systems; however, during the Planning Commission July 24, 2021 meeting two commissioners expressed concerns with deleting the Policy entirely. Furthermore, they recommended that the Commission not support staff recommendation, especially given the environmental concerns outlined in the Project's climate resiliency report accompanying the Safety and Noise Element Update. Instead, the two commissioners proposed a revision to the Policy to make solar and other renewable energy generation systems a "recommendation" for projects where renewable is not required by the California Building Code. They also expressed support for allowing projects to consider programs like SMUD Solar Shares in place of on-site generation. Since, the Commission was not unanimous in their support to reword the Policy, the Commission directed staff to further review the Policy and present the matter to City Council for Council's consideration. As such, based on Planning Commission input, staff prepared the following language to be considered by the City Council to revise LU Policy 9.1.10:

***LU 9.1.10 Renewable and Alternative Energy Generation Systems.**
Encourage Require the use of solar, wind, or other ~~on-site~~ renewable energy generation systems as part of the design of new ~~planned~~ developments.*

The revised language "encourages", rather than "requires" renewable energy. In addition, the revision eliminates the on-site provision to allow projects greater flexibility to take advantage of other renewable programs, such as SMUD's community solar program. Finally, the proposed revision removes the word "planned" to eliminate ambiguity associated with planned development permits. **Staff is respectfully seeking City Council direction with respect to this revision to the Housing Element update.**

Safety and Noise Element Update

Per Senate Bill 1035 (2018), the State now requires that a community's General Plan Safety Element be reviewed and revised concurrent with each revision to the Housing Element. In addition, in accordance with SB 379 (2015), General Plan Safety Elements must address climate change vulnerability, adaptation strategies, and emergency response strategy. Thus, in conjunction with the Housing Element Update, the City's Consultant was tasked to review and revise the Folsom General Plan Safety and Noise Element to include new information, analyses, and policies related to flood, fire hazards, and climate adaptation and resiliency strategies. The Consultant prepared a Climate Adaptation and Resilience Report (included as Appendix D in Attachment 1D), which is intended to be included as an appendix to the General Plan and is considered a background report for the Safety and Noise Element. The report

serves as a climate change vulnerability assessment, which is intended to inform the development of adaptation strategies by analyzing the City's exposure to existing hazards, sensitivity to these hazards, potential climate-related impacts from these hazards, and the City's existing capacity to prepare and adapt for these impacts. The report is accompanied by a set of adaptation strategies which are incorporated into the Draft Safety and Noise Element Update attached hereto in Attachment 1D.

The Safety and Noise Element Update includes goals, policies, and implementation programs to address climate adaptation and resilience and evacuation. Proposed policies and goals are listed below.

Emergency Preparedness Policy

SN 1.1.5 Climate Change Capacity Assessment - Maintain the City's capacity to respond to hazards affected by climate change by assessing future increases in the severity and frequency of these events and increase capacity as needed to adequately respond to future hazard impacts.

Flood Hazards Policy

SN 3.1.6 Climate Change Informed Flood Standards - In coordination with Sacramento County, update and maintain the City's flood management and development design standards based on the best available data regarding the increased intensity, duration, and frequency of future flood events due to climate change.

Wildfire Hazards Policy

SN 4.1.5 Wildfire Smoke Protection - Protect the City's population from the impacts on indoor and outdoor air quality from wildfire smoke through education and outreach and updated development standards, focusing on protection of vulnerable populations including youth and seniors.

Extreme Heat (New Section) Goal

Goal SN7.1: Protect the City's critical infrastructure and citizens from the most severe effects of extreme heat events with an increased focus on protecting vulnerable populations including youth, seniors, and individuals with underlying health conditions.

Extreme Heat (New Section) Policies

SN 7.1.1 Upgrading Heat Sensitive Infrastructure - Upgrade existing heat-sensitive infrastructure in the city to withstand the future intensity and frequency of extreme heat events and update relevant design standards to ensure future infrastructure can withstand future extreme heat events.

SN 7.1.2 Comprehensive Cool City Strategy - Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect through various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city.

SN 7.1.3 Heat Sensitive Populations - Implement an education and outreach program to relevant businesses and institutions such as elderly care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events.

SN 7.1.4 Climate-Smart Electricity Grid - Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods.

Implementation Element Update

The City is proposing to update the Implementation Element of the General Plan to reflect the Safety and Noise Element Update (Attachment 1E). Revisions to the Implementation Element include new implementation programs to address evacuation routes, stormwater and flood management, wildfire and wildfire smoke protection, and extreme heat. Proposed additional Safety and Noise Implementation Programs are listed below:

SN-8. Review Evacuation Plan and Routes - Analyze the capacity, safety, and viability of the City's evacuation routes under a range of emergency scenarios annually, as part of the annual review of the City's Emergency Operations Plan.

SN-9. Update Stormwater and Flood Standards - Review and update, as needed, the City's Design and Procedures Manuals and Improvement Standards to address the increased intensity, duration, and frequency of future flood events.

SN-10. Conduct Outreach on Wildfire Smoke Protection - Conduct outreach to educate all residents including vulnerable populations (e.g., youth and seniors) with strategies to protect themselves and their homes from the increased impacts from wildfire smoke.

SN-11. Upgrade Existing Heat Sensitive Infrastructure - Upgrade existing heat-sensitive infrastructure (e.g., roadways, bridges) in the city to withstand the future intensity and frequency of extreme heat events.

SN-12. Update Design Standards - Review and update, as needed, relevant climate-related design standards (e.g., heating and cooling) and building code requirements to ensure development can withstand future extreme heat events.

SN-13. Coordinate with Regional Agencies - Coordinate with regional service providers including Sacramento Municipal Utility District and Sacramento Regional

Transit District to implement infrastructure updates for systems outside the City's jurisdiction to prepare for climate change impacts (e.g., extreme heat, larger storm events).

SN-14. Implement a Cool City Strategy - Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect. The strategy shall include various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city.

SN-15. Conduct Educational Outreach on Extreme Heat Events - Implement an education and outreach program to relevant businesses and institutions such as residential care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events.

SN-16. Promote Cost Benefits of Reducing Electricity Use - Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods.

In addition, there are several clean-up revisions included in the Implementation Element. These clean-up items expand the list of Master Plans, Strategies and Programs and include corrections to the responsible department(s) listed under individual implementation programs to better reflect City department procedures.

Empire Ranch Specific Plan Amendment

The City proposes to amend the Empire Ranch Specific Plan to expand the Regional Commercial Center (RCC) land use designation to allow for multifamily residential as a permitted use. This amendment will allow multifamily development on the only RCC site located within the Specific Plan: a 19.25-acre site (APN 072-1170-113-0000), located at the southeast corner of the Empire Ranch Road and Iron Point Road intersection. This proposed amendment to the Specific Plan would be consistent with the City's General Plan and is proposed in conjunction with the sixth cycle update to the Folsom Housing Element provide capacity to help meet the City's lower income RHNA.

Specific Plan Land Use Designation Amendment

The adopted Specific Plan designates two sites for commercial uses. One site, located in the northern portion of the plan at the Golf Links and Empire Ranch Road intersection, is designated for neighborhood-serving commercial and was previously approved for a conditional use permit to allow multifamily residential development and has been developed with single-family housing.

The second site, located at the southeast corner of the Empire Ranch Road and Iron Point Road intersection (APN 072-1170-113-0000), is designated for region-serving commercial and remains vacant. The site totals 19.25 acres; however, a portion of the site is proposed for the future Empire Ranch Road and U.S. Highway 50 interchange and only approximately 60 percent of the site would be available for development. This is the only site within the Empire Ranch Specific Plan area that has a Regional Commercial Center designation.

Specific Plan Amendment Site (APN 072-1170-113-0000)



FINANCIAL IMPACT

This project does not have an impact on the General Fund.

ENVIRONMENTAL REVIEW

An Environmental Checklist and Addendum to the Folsom 2035 General Plan Environmental Impact Report for the Housing Element Update and Related Actions was prepared pursuant to the California Environmental Quality Act (“CEQA”) (Public Resources Code (PRC) § 21000, *et seq.*) and in accordance with State CEQA Guidelines Section 15164.

As part of its approval of the Comprehensive General Plan Update on August 28, 2018, the City Council in Resolution No. 10147 certified the Environmental Impact Report (EIR), adopted Findings of Fact and Statement of Overriding Considerations, and further adopted a Mitigation Monitoring and Reporting Program. The Folsom General Plan EIR is available as part of the General Plan documents page of the Planning Services webpage at <https://www.folsom.ca.us/government/community-development/planning-services/general-plan>.

As described in the California Environmental Quality Act (CEQA) Guidelines Section 15164(a), “the lead agency...shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162

calling for the preparation of a subsequent EIR or negative declaration have occurred.” Further, Section 15164(d) states, “the decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.”

The City, as the lead agency under CEQA, has determined that, in accordance with Section 15164 of the CEQA Guidelines, the proposed General Plan Amendments and the Empire Ranch Specific Plan Amendment do not result in significant new or substantially more severe environmental impacts than those described in the General Plan EIR. An Addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15164, and 15168.

An Environmental Checklist and Addendum was prepared in accordance with CEQA Guidelines Section 15164 to evaluate whether the proposed project’s effects were adequately examined in the previous environmental analysis in the General Plan EIR. The Environmental Checklist and Addendum concluded that no changes associated with the proposed project and no changed circumstances trigger subsequent or supplemental environmental review. The Environmental Checklist and Addendum are included hereto in Attachment 1A to this staff report. In addition, the Mitigation Monitoring and Reporting Program, which is applicable to this project, is available as part of the General Plan documents page of the Planning Services webpage at:

<https://www.folsom.ca.us/government/community-development/planning-services/general-plan>.

On July 21, 2021, the Planning Commission received a comment letter from 350 Sacramento on the Housing Element Update and Related Actions Environmental Checklist and Addendum regarding the transportation analysis related to vehicle miles traveled (VMT). In the letter, 350 Sacramento asserted that the City’s proposed CEQA strategy is inappropriate because the Project is subject to CEQA VMT requirements. 350 Sacramento also maintained that the City’s failure to adopt VMT thresholds confer no legal exemption to address VMT. On July 27, 2021, Ascent Environmental, Inc. prepared a memorandum responding to 350 Sacramento’s comment letter. In short, Ascent’s memorandum re-asserts that under State CEQA Guidelines Section 15164, an addendum to the General Plan EIR is appropriate since updates to the Housing and Safety and Noise Element would not constitute a new project under CEQA. Furthermore, Ascent points out that while VMT requirements of CEQA were not in effect at the time of the preparation of the General Plan EIR, the General Plan EIR did disclose anticipated increases (45.6 percent increase) in VMT from buildout in 2035 of the General Plan. Ascent further points out that the transportation analysis in the Addendum does evaluate whether the updates to the Housing Element and Safety and Noise Element would result in a substantial increase in VMT and concludes that no land use changes through rezoning or entitlement would create land use changes in land use conditions resulting in a substantial

increase in projected city-wide VMT at buildout. Furthermore, regarding the proposed amendment to the Empire Ranch Specific Plan, the potential inclusion of residential development in combination with commercial uses could provide VMT benefits through the reduction of vehicle miles traveled. In addition to providing justification on the appropriateness of the Housing Element Update and Related Actions Checklist and Addendum, the memorandum includes a few recommended minor text revisions to the Addendum to clarify the VMT analysis. These recommended revisions have been incorporated into the Environmental Checklist and Addendum to the Folsom 2035 General Plan Environmental Impact Report for the Housing Element Update and Related Actions. 350 Sacramento's comment letter and Ascent response memorandum are attached hereto in Attachment 8.

It is important to note that a separate environmental analysis will be performed when the City implements Housing Element Program H-2: Create Additional Lower-Income Housing Capacity. Environmental impacts from future implementation of this program cannot be determined at this time pursuant to State CEQA Guidelines Section 15145. Thus, once the extent of additional housing is determined, this action will undergo a separate environmental review process to determine if there are environmental impacts pursuant to CEQA.

ATTACHMENTS

- Attachment 1 - Resolution No. 10689- A Resolution of the City Council of the City of Folsom Adopting an Addendum to the Folsom 2035 General Plan Final Environmental Impact Report for the Housing Element Update and Amending the General Plan by Adopting Updates to the Housing Element, Land Use Element, Safety and Noise Element and Implementation Element
 - A. Environmental Checklist and Addendum
 - B. Housing Element Update
 - C. Land Use Element Update
 - D. Safety and Noise Element Update and Appendix D: Climate Adaptation and Resilience Report
 - E. Implementation Element Update
- Attachment 2 - Resolution No. 10690 - A Resolution to Amend the Empire Ranch Specific Plan to Expand the Regional Commercial Center (RCC) Land Use Designation to Allow for Multifamily Residential as a Permitted Use in Conjunction with the Folsom Housing Element Update
- Attachment 3 - Summary of Revisions made to the Housing Element after February 9, 2021
- Attachment 4 - HCD Housing Element Comment Letter and Conditional Approval Letter
- Attachment 5 - SHA Housing Element Comment Letters and Responses
- Attachment 6 - Compilation of Additional Written Comments on the Draft Housing Element
- Attachment 7 - Sacramento Metropolitan Air Quality Management District Comment Letter on the Draft Safety and Noise Element Update
- Attachment 8 - 350 Sacramento Comment Letter on the General Plan Environmental Checklist and Addendum and Ascent Environmental Inc.'s Response Memorandum

Submitted,

A handwritten signature in blue ink, appearing to read 'Pam Johns', with a long horizontal flourish extending to the right.

Pam Johns, Community Development Director

Attachment 1

Resolution No. 10689 - A Resolution of the City Council of the City of Folsom
Adopting an Addendum to the Folsom 2035 General Plan Final Environmental
Impact Report for the Housing Element Update and Amending the General Plan by
Adopting Updates to the Housing Element, Land Use Element, Safety and Noise
Element and Implementation Element

RESOLUTION NO. 10689

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM
ADOPTING AN ADDENDUM TO THE FOLSOM 2035 GENERAL PLAN FINAL
ENVIRONMENTAL IMPACT REPORT FOR THE HOUSING ELEMENT UPDATE
AND AMENDING THE GENERAL PLAN BY ADOPTING UPDATES TO THE
HOUSING ELEMENT, LAND USE ELEMENT, SAFETY AND NOISE ELEMENT
AND IMPLEMENTATION ELEMENT**

WHEREAS, California Government Code Section 65300 requires the City adopt a comprehensive, long-term General Plan for the physical development in the City, and

WHEREAS, the City is updating the 2035 General Plan to incorporate a mandatory Housing Element update for the sixth cycle planning period (May 15, 2021 to May 15, 2029), as well as related updates to the Land Use Element, Safety and Noise Element, and Implementation Element; and

WHEREAS, the 2021 Housing Element update has been prepared in accordance with the provisions set forth in Section 65583 of the Government Code regarding the contents of a Housing Element; and

WHEREAS, an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs was prepared; and

WHEREAS, a statement of the City's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing was prepared; and

WHEREAS, a program which sets forth an eight-year schedule of actions that the City is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element through the administration of land use and development controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs was prepared; and

WHEREAS, adoption of the Housing Element update is consistent with the provision of Government Code Section 65350 *et seq.* regarding the adoption of a general plan and its associated elements; and

WHEREAS, the proposed Housing Element update has been prepared and processed in accordance with the provisions of Section 65585 of the Government Code with regards to State review of the Housing Element update; and

WHEREAS, the City implemented the State's public participation requirements in housing element law to achieve participation of all economic segments of the community through extensive and widespread community outreach efforts prior to releasing the draft 2021 Housing Element update, including stakeholder meetings, community survey, City email blasts, social media, and a dedicated project webpage; and

WHEREAS, on December 21, 2020, the City released the Public Review Draft 2021 Housing Element Update for public review and comment; and

WHEREAS, the City held public hearings in the form of study sessions in early 2021 to solicit feedback on the Draft 2021 Housing Element Update, and

WHEREAS, on February 11, 2021, the City submitted the Draft 2021 Housing Element Update to the California Department of Housing and Community Development (HCD) for a 60-day review period; and

WHEREAS, staff reviewed all written comments submitted by members of the public and public agencies after the release of the Public Review Draft 2021 Housing Element Update, and based on comments received, as well as comments from the Planning Commission and City Council, made appropriate revisions to the Draft 2021 Housing Element Update; and

WHEREAS, HCD provided the City with recommended revisions to the Draft 2021 Housing Element Update, and the City staff worked closely with HCD to address all of HCD's comments and incorporate all of HCD's recommended revisions; and

WHEREAS, on July 16, 2021, HCD sent a letter confirming that the proposed update to the City's Housing Element, as revised, will comply with the State Housing Element law when adopted by the City Council; and

WHEREAS, once adopted by the City Council, the proposed update to the City's Housing Element must be submitted to HCD for final approval; and

WHEREAS, in conjunction with the proposed Housing Element update to the Folsom General Plan, the City is also proposing to amend the Land Use Element of the General Plan and the Land Use Diagram to correct the East Bidwell Mixed Use Overlay in the General Plan; and

WHEREAS, in compliance with State law, the City is also updating the Safety and Noise Element of the General Plan to address climate adaptation and resilience strategies, as well as the Implementation Element to include new implementation measures to carry out new policies in the Safety and Noise Element; and

WHEREAS, notice of hearing has been given at the time and in the manner required by State Law and City Code; and,

WHEREAS, an Environmental Checklist and Addendum to the Folsom 2035 General Plan Final Environmental Impact Report has been prepared for the Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, the Planning Commission on July 24, 2021, held a public hearing on the proposed amendments to the General Plan Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, considered public comments, and based on the

information and analysis provided recommended that the City Council adopt an Addendum to the Folsom 2035 General Plan Environmental Impact Report for the 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions; and

WHEREAS, the Planning Commission further recommended that the City Council approve the proposed amendments to the Folsom General Plan including the 2021 Housing Element update, Land Use Element update, Safety and Noise Element update and Implementation Element update; and

WHEREAS, the City Council has considered the Addendum to the Folsom 2035 General Plan Final Environmental Impact Report for the Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions prior to taking action on the proposed 2021 Housing Element update, Land Use Element Update, Safety and Noise Element Update and Implementation Element Update.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby approve and adopt the Addendum to the Folsom 2035 General Plan Final Environmental Impact Report for the Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions, as shown in Exhibit A attached hereto.

BE IT FURTHER RESOLVED that the following updates to the Folsom General Plan including the 2021 Housing Element update as shown in Exhibit B attached hereto, Land Use Element update as shown in Exhibit C attached hereto, Safety and Noise Element update as shown in Exhibit D attached hereto, and Implementation Element update as shown in Exhibit E attached hereto, are hereby approved with the following findings:

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROPOSED UPDATES TO THE HOUSING ELEMENT, THE LAND USE ELEMENT, AND THE SAFETY AND NOISE ELEMENT ARE CONSISTENT WITH THE FOLSOM GENERAL PLAN, AS AMENDED.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN ON AUGUST 28, 2018.
- D. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.
- E. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL

IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN AND HAS DETERMINED THAT THE PROJECT CREATES NO NEW IMPACTS AND DOES NOT REQUIRE ANY NEW MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT.

- F. THE CITY HAS DETERMINED THAT THE IMPACTS ASSOCIATED WITH THE UPDATES TO THE HOUSING ELEMENT, THE LAND USE ELEMENT, AND THE SAFETY AND NOISE ELEMENT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN, THE ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM, AND THE ADDENDUM FOR THE PROJECT.
- G. THE CITY COUNCIL HAS CONSIDERED THE ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN BEFORE MAKING A DECISION ON THE PROPOSED UPDATES TO THE HOUSING ELEMENT, THE LAND USE ELEMENT, AND THE SAFETY AND NOISE ELEMENT OF THE FOLSOM GENERAL PLAN.

GENERAL PLAN AMENDMENT FINDINGS

- H. THE HOUSING ELEMENT UPDATE HAS BEEN PREPARED IN ACCORDANCE WITH THE PROVISIONS SET FORTH IN SECTION 65583 OF THE GOVERNMENT CODE REGARDING THE CONTENTS OF A HOUSING ELEMENT:
 - AN ASSESSMENT OF HOUSING NEEDS AND AN INVENTORY OF RESOURCES AND CONSTRAINTS RELEVANT TO THE MEETING OF THESE NEEDS WAS PREPARED.
 - A STATEMENT OF THE CITY'S GOALS, QUANTIFIED OBJECTIVES AND POLICIES RELATIVE TO THE MAINTENANCE, PRESERVATION, IMPROVEMENT AND DEVELOPMENT OF HOUSING WAS PREPARED.
 - A PROGRAM WHICH SETS FORTH AN EIGHT-YEAR SCHEDULE OF ACTIONS THAT THE CITY IS UNDERTAKING OR INTENDS TO UNDERTAKE TO IMPLEMENT THE POLICIES AND ACHIEVE THE GOALS AND OBJECTIVES OF THE HOUSING ELEMENT THROUGH THE ADMINISTRATION OF LAND USE AND DEVELOPMENT CONTROLS, PROVISION OF REGULATORY CONCESSIONS AND INCENTIVES, AND THE UTILIZATION OF APPROPRIATE FEDERAL AND STATE FINANCING AND SUBSIDY PROGRAMS WAS PREPARED.
- I. THE HOUSING ELEMENT UPDATE IDENTIFIES ADEQUATE SITES FOR HOUSING AND MAKES ADEQUATE PROVISION FOR THE EXISTING AND PROJECTED NEEDS OF ALL ECONOMIC SEGMENTS OF THE COMMUNITY.
- J. THE PROPOSED HOUSING ELEMENT UPDATE IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE HOUSING ELEMENT OF THE

CITY'S GENERAL PLAN AND DEVELOPMENT POLICIES.

- K. ADOPTION OF THE HOUSING ELEMENT UPDATE IS CONSISTENT WITH THE PROVISION OF GOVERNMENT CODE SECTIONS 65300 ET SEQ REGARDING THE ADOPTION AND AMENDMENT OF A GENERAL PLAN AND ITS ASSOCIATED ELEMENTS.
- L. THE PROPOSED HOUSING ELEMENT UPDATE HAS BEEN PREPARED AND PROCESSED IN ACCORDANCE WITH THE PROVISIONS OF SECTION 65585 OF THE GOVERNMENT CODE WITH REGARDS TO STATE REVIEW OF THE HOUSING ELEMENT UPDATE.
- M. PURSUANT TO GOVERNMENT CODE SECTION 65585, THE GUIDELINES ADOPTED BY THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT WERE CONSIDERED WHEN PREPARING THE 2021 HOUSING ELEMENT UPDATE.
- N. THE PROPOSED LAND USE ELEMENT AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE LAND USE ELEMENT OF THE CITY'S GENERAL PLAN AND DEVELOPMENT POLICIES.
- O. THE PROPOSED SAFETY ELEMENT UPDATE HAS BEEN PREPARED IN ACCORDANCE WITH THE PROVISIONS SET FORTH IN SECTION 65302(g) OF THE GOVERNMENT CODE AND WILL ADDRESS POTENTIAL AND EXISTING HAZARDS IN THE CITY RELATING TO FLOOD HAZARDS, FIRE HAZARDS, AND CLIMATE ADAPTATION AND RESILIENCY STRATEGIES.
- P. THE PROPOSED SAFETY ELEMENT UPDATE IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE CITY'S GENERAL PLAN AND DEVELOPMENT POLICIES.
- Q. THE PROPOSED IMPLEMENTATION ELEMENT UPDATE IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE CITY'S GENERAL PLAN.
- N. THE PROPOSED GENERAL PLAN AMENDMENTS ARE IN THE PUBLIC INTEREST.
- O. PURSUANT TO GOVERNMENT CODE SECTION 65352.3, THE CITY CONTACTED ALL CALIFORNIA NATIVE AMERICAN TRIBES ON THE CONTACT LIST MAINTAINED BY THE NATIVE AMERICAN HERITAGE COMMISSION IN ASSOCIATION WITH THIS PROJECT. THE CITY DID NOT RECEIVE ANY REQUESTS FOR CONSULTATION FROM ANY OF THE NATIVE AMERICAN TRIBES DURING THE 90-DAY RESPONSE WINDOW.

PASSED AND ADOPTED on this 24th day of August 2021, by the following roll-call vote:

AYES: Council Members:

NOES: Council Members:

ABSENT: Council Members:

ABSTAIN: Council Members:

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

EXHIBIT A

Environmental Checklist and Addendum

Environmental Checklist and Addendum

Housing Element Update and Related Actions 2021 – 2029



Housing Element Update and Related Actions

Environmental Checklist and Addendum

Prepared for:

City of Folsom
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Contact:

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(916) 461-6206

Prepared by:



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Marianne Lowenthal
916.764.0108

Updated August 2021

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LIST OF ABBREVIATIONS

CEQA	California Environmental Quality Act
CEC	California Energy Commission
City	City of Folsom
Final EIR	Final Environmental Impact Report
General Plan EIR	Folsom 2035 General Plan Environmental Impact Report
LOS	level of service
MMRP	Mitigation Monitoring and Reporting Program
OPR	Governor's Office of Planning and Research
PRC	Public Resources Code
RHNA	regional housing needs allocation
SACOG	Sacramento Council of Governments
SB	Senate Bill
SEIR	subsequent environmental impact report
SMUD	Sacramento Municipal Utility District
SSHCP	South Sacramento Habitat Conservation Plan
TAC	toxic air contaminants
TDM	Transportation Demand Management
US 50	US Highway 50
VMT	vehicle miles travelled

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1 INTRODUCTION

1.1 BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

The City of Folsom (City) is updating the Folsom 2035 General Plan to incorporate the Housing Element Update for the sixth cycle planning period (June 30, 2021 through August 31, 2029) as well as related updates to the Safety and Noise Element and Land Use Element. In addition, the City is amending the Empire Ranch Specific Plan to modify allowed uses for the land use designation and zoning district related to regional-serving commercial land uses. These actions are hereinafter referred to as the “project”. The Housing Element identifies community housing needs and goals, policies, and programs to address those housing needs. In addition, the Housing Element inventories housing sites suitable to meet the City’s regional housing needs allocation (RHNA) identified by the Sacramento Council of Governments (SACOG) in the SACOG Regional Housing Needs Plan Cycle 6 (2021-2029). To meet the RHNA identified for lower-income households, the City is proposing to amend the Empire Ranch Specific Plan to allow for residential uses as a permitted use rather than subject to a conditional use permit. In addition, the Housing Element includes implementation programs to consider increasing densities in key locations near transit stations, along the East Bidwell Mixed Use Corridor, and within the Folsom Plan Area Town Center. No specific land use changes to these locations are being proposed for adoption at this time. In compliance with State law, updates to the Safety and Noise Element address climate adaptation and resilience. The City is also proposing updates to the Implementation Element to include new implementation programs associated with the proposed updates, and provide corrections to the responsible department(s) listed within the Implementation Element to better reflect City department procedures.

Pursuant to the California Environmental Quality Act (“CEQA”) (Public Resources Code (PRC) § 21000, *et seq.*), the City certified the Final Environmental Impact Report (Final EIR) (State Clearinghouse No. 2017082054) for the Folsom 2035 General Plan (General Plan EIR) on August 28, 2018. The City also adopted a Mitigation Monitoring and Reporting Program (MMRP) and Statement of Overriding Considerations.

As the lead agency under CEQA, the City has prepared this Environmental Checklist/Addendum in accordance with State CEQA Guidelines Section 15164 to evaluate whether the proposed project’s effects were adequately examined in the previous environmental analysis in the General Plan EIR or whether any changes trigger supplemental or subsequent review under State CEQA Guidelines Section 15162 or 15163. This Environmental Checklist/Addendum considers whether the environmental conditions that exist today have changed such that new or substantially more severe environmental impacts would occur compared to that evaluated in the General Plan EIR. As described below, no changes associated with the proposed project, and no changes in circumstances, trigger subsequent or supplemental review.

1.2 PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the General Plan involved the preparation of the following documents that are relevant to the consideration of the proposed project.

- ▶ Draft EIR for the Folsom 2035 General Plan, March 2018;
- ▶ Final EIR for the Folsom 2035 General Plan, May 2018;
- ▶ CEQA Findings of Fact and Statement of Overriding Considerations for the Folsom 2035 General Plan, May 2018; and,
- ▶ Mitigation Monitoring and Reporting Program for the Folsom 2035 General Plan, May 2018.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: 1) a subsequent environmental impact report (SEIR), 2) a Supplement to an EIR, or 3) an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no Subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a Subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Under Section 15164, an addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

Based on the criteria above, the City has determined that an addendum is the appropriate document.

This addendum is intended to evaluate and confirm CEQA compliance for proposed amendments to the Folsom 2035 General Plan, which would be a change relative to what is described and evaluated in the General Plan Final EIR. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the adopted General Plan, and

determine whether such changes were or were not adequately covered in the certified EIR. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the General Plan EIR. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and CEQA Guidelines Section 15162, 15163, 15164 and 15168.

A comprehensive update to the CEQA Guidelines has been completed since certification of the General Plan EIR. The checklist categories follow the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. Some additional questions have been included for potential impacts related to the project.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The project proposes to amend the Folsom 2035 General Plan (General Plan) to update the Housing Element, Land Use Element, and Safety and Noise Element, the Implementation Element, and amend the Empire Ranch Specific Plan, as described in further detail below.

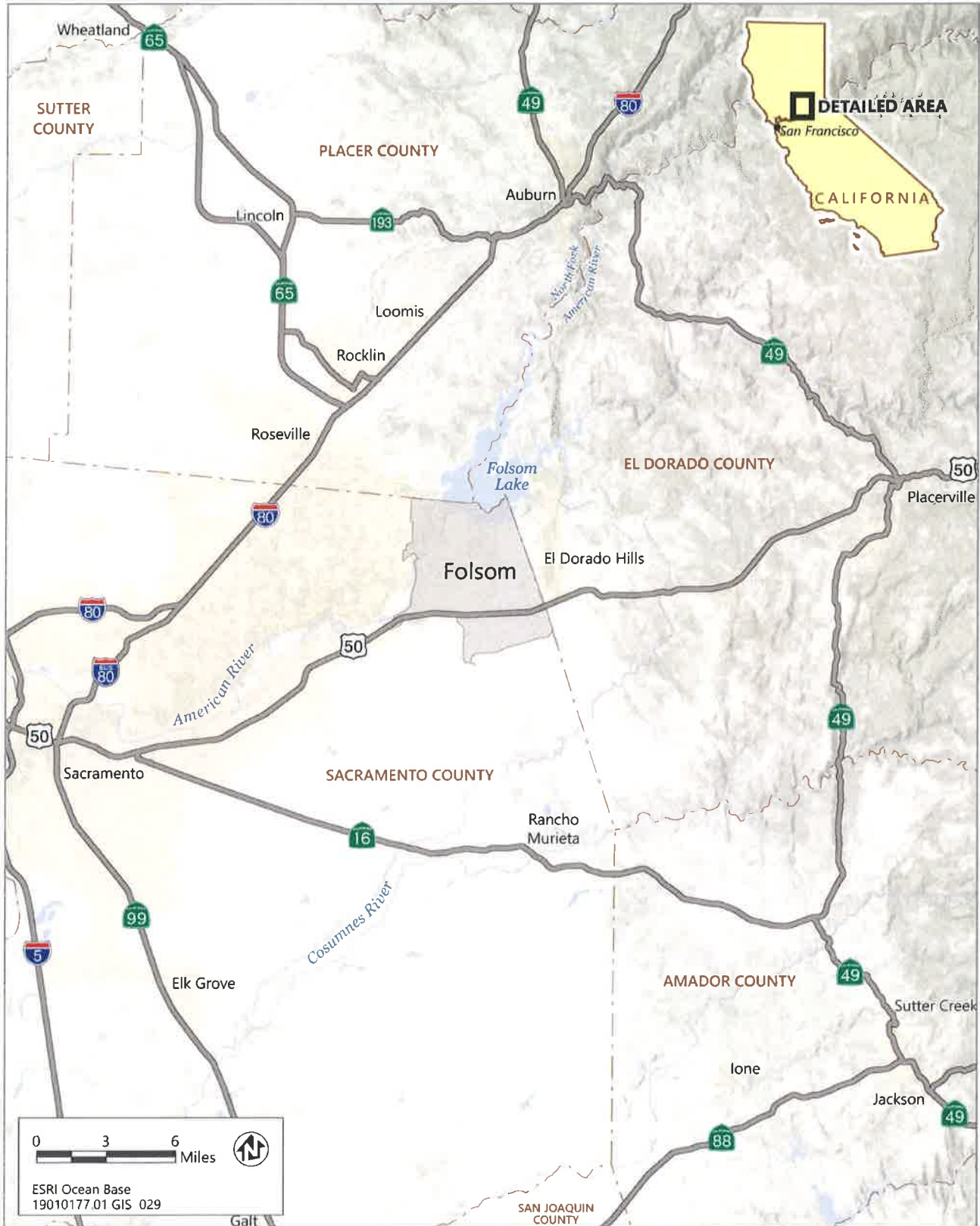
2.2 PROJECT LOCATION

The City of Folsom is located in northeastern Sacramento County in California's Sacramento Valley (Figure 2-1). The city limits are largely defined by county borders, physical features, and major roads and highways (US Highway 50 (US 50)). Folsom immediately borders the Sacramento/Placer and Sacramento/El Dorado county lines on its northern and eastern edges. The major natural physical features of the city are Folsom Lake, Folsom Dam, the American River, and Lake Natoma. Folsom Lake forms most of the northern edge of the city, although the city limits extend into it. The lake was formed by the damming of the American River, which flows through the city in a scenic canyon and then, as Lake Natoma, forms part of its western border.

2.3 PROPOSED HOUSING ELEMENT UPDATE

The purpose of the Housing Element Update is to update the current Housing Element to plan for future residential development to meet regional growth objectives and State law (including new State laws passed since adoption of the current Housing Element). The proposed Housing Element Update would be compliant with Government Code Section 65583, which identifies the requirements for General Plan Housing Elements. In summary, Government Code Section 65583 requires that the Housing Element identify and analyze existing and projected housing needs, as well as establish goals, policies, and actions to address these housing needs, including adequate provisioning of affordable and special-needs housing (e.g., housing for agricultural workers, homeless people, seniors, single-parent households, large families, and persons with disabilities).

The Housing Element Update would address changes that have occurred since adoption of the current Housing Element. These changes include, among others, updated demographic information, housing needs data, and analysis of the availability of housing sites. The proposed Housing Element Update identifies available housing sites that could accommodate the City's RHNA for the 2021–2029 planning period. See Section 2.3.2, Housing Element Resource Inventory, for a description of the RHNA allocation for the City of Folsom.



Source: adapted by Ascent Environmental in 2020

Figure 2-1 Regional Location

The Housing Element includes the following components, consistent with the requirement of Government Code Section 65583:

- ▶ A review of the previous element's goals, policies, programs, and objectives to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the Housing Element.
- ▶ An assessment of housing needs, an inventory of resources, and an analysis of constraints related to meeting these needs.
- ▶ An analysis of "at-risk" assisted housing developments that are eligible to change from low-income housing uses during the next 10 years.
- ▶ A statement of community goals, quantified objectives, and policies relative to the preservation, improvement, and development of housing.
- ▶ Implementation programs which set forth a schedule of actions that the City is undertaking or intends to undertake, in implementing the policies set forth in the Housing Element to identify and maintain adequate sites to accommodate the housing needs of all economic segments of the community.

2.3.1 Housing Element Policy Document

The Housing Element identifies goals and policies to assist the City in meeting its housing needs. The following goals are included in the Housing Element:

- ▶ **GOAL H-1: Adequate Land Supply for Housing.** To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.
- ▶ **GOAL H-2: Removing Barriers to the Production of Housing.** To minimize governmental constraints on the development of housing for households of all income levels.
- ▶ **GOAL H-3: Facilitating Affordable Housing.** To facilitate affordable housing opportunities to serve the needs of people at all income levels who live and work in the community.
- ▶ **GOAL H-4: Neighborhood Preservation and Housing Rehabilitation.** To encourage the conservation and maintenance of the existing housing stock, neighborhoods, and historic homes in Folsom.
- ▶ **GOAL H-5: Housing for Special Needs Groups.** To provide a range of housing services for Folsom residents with special needs, including seniors, persons with disabilities, single parents, large families, the homeless, and residents with extremely low incomes.
- ▶ **GOAL H-6: Equal Opportunity and Fair Housing.** To ensure equal housing opportunities for all Folsom residents regardless race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.
- ▶ **GOAL H-7: Residential Energy Conservation and Sustainable Development.** To reduce greenhouse gas emissions and promote energy conservation in residential development.
- ▶ **GOAL H-8: Administration and Implementation.** To ensure that Housing Element programs are implemented on a timely basis and progress of each program is monitored and evaluated annually.

The Housing Element Policy Document establishes the City's housing program, which includes goals, policies, and implementation programs. The City's housing goals are described above. The policies support achievement of the housing goals. The implementation programs established in the Policy Document are specific steps that the City will take to address its housing needs. The majority of implementations in the Housing Element commit the City to continuing to encourage the provision of affordable housing and housing appropriate for special needs groups and to encourage the maintenance of existing housing. Implementation programs that would ensure that the City continues to meet its RHNA are listed below. Additional programs are available for review in the Housing Element. The extent of potential future density changes under Implementation Program H-2 would be determined once this program is initiated and would be evaluated under subsequent environmental review under State CEQA Guidelines Section 15162.

H-1: Adequate Sites Monitoring. The City shall annually update the vacant and underutilized sites inventory and make the updated inventory available on the City website. The City shall make findings related to the potential impact on the City's ability to meet its share of the regional housing need when approving applications to rezone residentially designated properties or develop a residential site with fewer units or at a higher income than what is assumed for the site in the Housing Element sites inventory, consistent with "no-net-loss" zoning requirements in Government Code Section 65863.

H-2: Create Additional Lower-Income Housing Capacity. The City shall create additional opportunities for high-density housing to ensure the City maintains adequate capacity to meet the lower-income RHNA throughout the planning period. The City shall increase maximum allowable densities in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District, and Folsom Plan Area Specific Plan Town Center. The City shall coordinate with property owners along the East Bidwell Street corridor and within the Transit Priority Areas to identify and pursue residential development opportunities. The City shall review and revise Policy 4.7 of the Folsom Plan Area Specific Plan to increase the total number of dwelling units allowed in the Plan Area in order to satisfy the RHNA, as long as infrastructure needs are met. In addition, the City shall coordinate with property owners in the Folsom Plan Area to mitigate for the loss of lower-income housing sites to market rate housing.

After the 2021 Housing Element Update adoption, the City would evaluate specific housing development proposals based on their compliance with the General Plan, development standards (e.g., zoning), and other City Code requirements. Adoption of the 2021 Housing Element Update and associated proposed Program HE-2 would be a policy-level action to allow the City initiate to work on this program but does not commit the City to rezoning of specific parcels or changes in allowed residential density increases. Thus, environmental impacts from future implementation of this program cannot be determined at this time pursuant to State CEQA Guidelines Section 15145. Subsequent implementation of proposed Program H-2 would consist of planning activities and coordination with property owners in determining what parcels are appropriate for rezoning and/or increases in allowed residential densities. Once the extent of additional housing is determined, this action would undergo a separate environmental review process to determine if it would cause environmental impacts pursuant to CEQA.

2.3.2 Housing Element Resource Inventory

The RHNA quantifies the need for housing in each region statewide and is determined by the California Department of Housing and Community Development. SACOG is responsible for allocating the RHNA to each city and county in its region, which includes the City of Folsom. The SACOG Regional Housing Needs Plan for the 2021–2029 planning period was adopted in March 2020 and provides the RHNA methodology that applies to the project. Folsom's total RHNA for the 2021–2029 planning period is 6,363 units, allocated to specific income groups as shown in Table 2-1.

Table 2-1 City of Folsom Regional Housing Needs Allocation

	Very Low Income Level	Low Income Level	Moderate Income Level	Above Moderate Income Level	Total RHNA Income Level
2021-2029 RHNA	2,226	1,341	829	1,967	6,363

Source: SACOG 2020:ES-3

California Government Code Sections 65583 and 65583.2 require a parcel-specific inventory of appropriately zoned, available, and suitable sites to provide opportunities for the provision of housing to all income segments within the community. The sites inventory addresses how the City can meet projected housing needs. While the inventory analyzes sites available for the construction of new housing at all income levels, particular focus and analysis is done to identify sites available at the lower income categories. The City's evaluation of adequate sites began with a listing of individual sites by General Plan designation and zoning. The suitability analysis demonstrated these sites are currently available and unconstrained to provide development opportunities during the planning period (2021-2029). To demonstrate the development viability of the sites, the analysis addressed the following:

- ▶ vacant sites with zoning that allows for residential development; and

- ▶ nonvacant, underutilized sites with zoning that allows for residential development and are capable of being developed at a higher density or with greater intensity.

The sites inventory also includes a projection of the number of accessory dwelling units and multi-generational housing units expected to be built during the projection period.

Table 2-2 below provides a summary of the current residential holding capacity in the City of Folsom compared to its share of the regional housing need as assigned in the RHNA. Folsom has a total residential capacity (14,430) in excess of its RHNA for all units (6,363), including the residential capacity to meet the RHNA for each income category. The City has a surplus capacity of 4,387 units for above moderate-income households and a surplus capacity of 3,189 units for moderate-income households. Folsom also has a surplus capacity of 491 units for lower-income households (i.e., low- and very low-). This surplus accounts for one parcel within the Empire Ranch Specific Plan discussed below in Section 2.4. Proposed amendments to the Empire Ranch Specific Plan would allow for the development of 217 units, which are included in the row "Additional Housing Site," shown in Table 2-2.

Table 2-2 Estimated Residential Capacity Compared to RHNA by Income, City of Folsom, June 30, 2021 to August 31, 2029

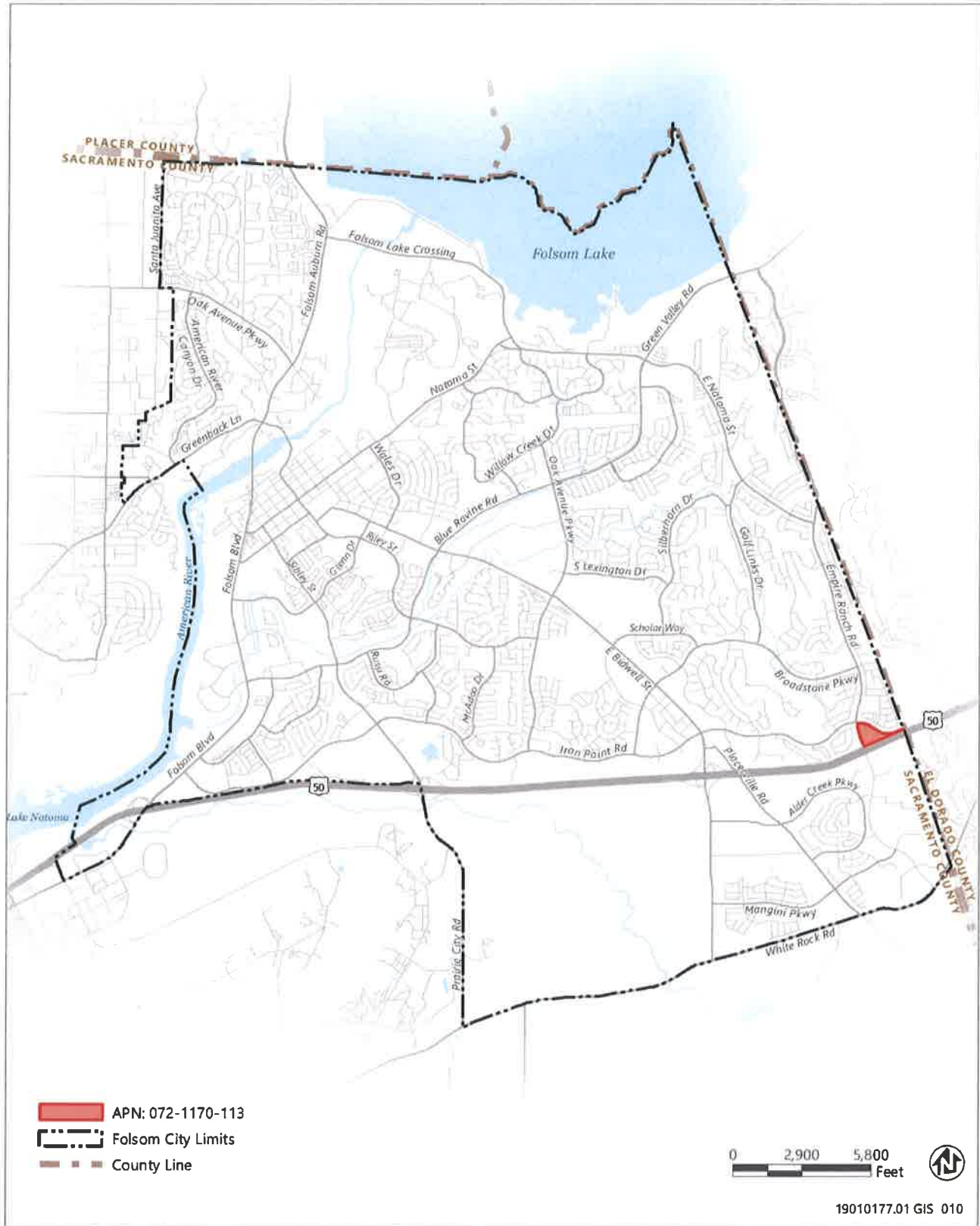
	Very Low- Income Units	Low- Income Units	Moderate- Income Units	Above Moderate- Income Units	Total Unit
	2,226	1,341	829	1,967	6,363
	3,567				
Planned and Approved Projects	129	216	1,269	3,815	5,429
Estimated Residential Capacity on Vacant and Underutilized Land	3,217		2,666	2,537	8,420
East Bidwell Mixed Use Corridor Sites	1,236		0	0	1,236
Transit Priority Area Sites	145		44	10	199
Folsom Plan Area Specific Plan Sites	1,344		2,615	2,190	6,149
Additional Housing Sites	492		7	337	836
Estimated Residential Capacity of Accessory Dwelling Units and Multi- Generational Units	496		83	2	581
Residential Capacity	4,058		4,018	6,354	14,430
Surplus	491		3,189	4,387	

Source: City of Folsom, and Ascent, 2020.

2.4 EMPIRE RANCH SPECIFIC PLAN AMENDMENT

The City is proposing to amend the Empire Ranch Specific Plan to allow multifamily dwellings at 15-30 units per acre as a permitted use under the regional commercial land use designation (RCC) and Commercial/ Central Business District (C-2) zoning. The specific plan currently allows apartment multifamily dwellings with approval of a conditional use permit under the regional commercial land use designation (RCC) and Commercial/ Central Business District (C-2) zoning.

The regional commercial land use designation (RCC) and Commercial/ Central Business District (C-2) zoning is only applicable to one parcel (APN 072-1170-113-0000) within the specific plan area (see Figure 2-2 and Figure 2-3). This parcel encompasses a gross area of 19.25 acres. However, only 60 percent of the parcel is developable resulting in a net area of 11.5 acres available for development. The specific plan amendment to allow for multifamily housing on the parcel as a permitted use would provide housing capacity to meet the City's lower-income RHNA for the sixth cycle planning period. Based on site characteristics and property owner input, the Housing Element Update assumes that approximately 8 acres of the parcel would be developed as multifamily residential providing housing capacity for 217 dwelling units. The remaining 3.5 developable acres of the parcel are anticipated for commercial development.



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

Figure 2-2 Empire Ranch Specific Plan Site Location



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

Figure 2-3 Aerial View of Empire Ranch Specific Plan Site

2.5 LAND USE ELEMENT UPDATE

The City proposes to amend the General Plan land use diagram to correct the East Bidwell Mixed Use Overlay shown on the land use diagram to remove residences located south of Riley Street, between Lembi Drive and Glenn Drive, from the overlay boundary. In addition, the City also proposes to remove Policy LU 9.1.10 Renewable and Alternative Energy Generation Systems of the Land Use Element. The policy is considered to be outdated, given advances in energy efficiency in California including the 2019 California Building Code requirements and local utility district increases in its renewable energy portfolio.

2.6 SAFETY AND NOISE ELEMENT UPDATE

In conjunction with the Housing Element Update, and in compliance with State law, the City is also updating the Safety and Noise Element of the General Plan to address climate adaptation and resilience strategies. This update includes changes to the noise standard table. In addition, the City has conducted a climate vulnerability assessment to identify the effects of climate change in Folsom and assess how these effects impact infrastructure, natural systems, agriculture, and public health. The Safety and Noise Element Update includes goals, policies, and implementation programs to address climate adaptation and resilience and evacuation. Proposed policies are listed below.

Emergency Preparedness

► SN 1.1.5 Climate Change Capacity Assessment

Maintain the City's capacity to respond to hazards affected by climate change by assessing future increases in the severity and frequency of these events and increase capacity as needed to adequately respond to future hazard impacts.

Flood Hazards

► SN 3.1.6 Climate Change Informed Flood Standards

In coordination with Sacramento County, update and maintain the City's flood management and development design standards based on the best available data regarding the increased intensity, duration, and frequency of future flood events due to climate change.

Wildfire Hazards

► SN 4.1.5 Wildfire Smoke Protection

Protect the City's population from the impacts on indoor and outdoor air quality from wildfire smoke through education and outreach and updated development standards, focusing on protection of vulnerable populations including youth and seniors.

Extreme Heat

The Safety and Noise Element Update would include a new section and goal, Extreme Heat. One new goal would be established for Extreme Heat: Goal SN7.1, Protect the City's critical infrastructure and citizens from the most severe effects of extreme heat events with an increased focus on protecting vulnerable populations including youth, seniors, and individuals with underlying health conditions. Policies proposed for this goal are provided below.

► SN 6.1.1 Upgrading Heat Sensitive Infrastructure

Upgrade existing heat-sensitive infrastructure in the city to withstand the future intensity and frequency of extreme heat events and update relevant design standards to ensure future infrastructure can withstand future extreme heat events.

▶ SN 6.1.2 Comprehensive Cool City Strategy

Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect through various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city.

▶ SN 6.1.3 Heat Sensitive Populations

Implement an education and outreach program to relevant businesses and institutions such as elderly care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events.

▶ SN 6.1.4 Climate-Smart Electricity Grid

Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods.

2.7 IMPLEMENTATION ELEMENT UPDATE

The City is proposing to update the Implementation Element of the General Plan to reflect the Safety and Noise Element Update, discussed above under Section 2.6. The Implementation Element would be revised to include new implementation programs to address evacuation routes, stormwater and flood management, wildfire and wildfire smoke protection, and extreme heat. In addition, the City would make corrections to the responsible department(s) listed under the Implementation Programs to better reflect City department procedures.

2.8 PROJECT APPROVALS

If approved, the Project would:

- ▶ Amend the City's General Plan to update the Housing Element, Safety and Noise Element, and Land Use Element, including revisions to the General Plan Land Use Diagram;
- ▶ Amend the Empire Ranch Specific Plan to allow multifamily residential development as a permitted use under the regional commercial land use designation and commercial/central business district zoning.

After adoption, the updated Housing Element would be submitted to HCD for certification.

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3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the General Plan EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines, as updated December 28, 2018. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but rather that there is no change in the condition or status of the impact because it was previously analyzed and adequately addressed with mitigation measures in the General Plan EIR. For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the proposed project were adequately addressed in the General Plan EIR, and the environmental impact significance conclusions of the General Plan EIR remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact was Analyzed

This column provides a cross-reference to the pages of the General Plan EIR where information and analysis may be found relative to the environmental issue listed under each topic. Unless otherwise specified, all references point to the General Plan Draft EIR document. Changes to the Draft EIR included in the Final EIR does not affect any information provided in this document.

3.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed by the Housing Element Update and Safety and Noise Element Update, as it is described in the certified General Plan EIR is indicated in the columns to the right of the environmental issues.

3.1.3 Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more

significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered 'Yes' requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels.

3.1.5 Do Prior Environmental Documents and Mitigation Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the proposed amendment are listed under each environmental category. New mitigation measures are included, if needed.

3.2.3 Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

3.2.4 Acronyms Used in Checklist Tables

Acronyms used in the Environmental Checklist tables and discussions include:

EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FEIR	Final Environmental Impact Report
MM	Mitigation Measure
NA	not applicable

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
1. Aesthetics. Would the Project				
a. Have a substantial adverse effect on a scenic vista?	Setting pp. 6-1 to 6-4; Impact AES-1	No	No	Yes, but impact remains significant and unavoidable
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?	Setting pp. 6-1 and 6-2; Impact AES-2	No	No	Yes, but impact remains significant and unavoidable
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Setting pp. 6-1 to 6-4; Impact AES-1	No	No	Yes, but impact remains significant and unavoidable
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Setting p. 6-4; Impact AES-3	No	No	Yes, but impact remains significant and unavoidable

4.1.1 Discussion

Since certification of the General Plan EIR, construction of planned development of the Folsom Area Plan Specific Plan area (south of US 50) has commenced that has altered the visual character of this area. No other new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be significant impacts related to adverse effects on a scenic vista or scenic character, damage to scenic resources within a scenic corridor, and new sources of light or glare that would adversely affect day or nighttime views. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure AES-3a: Add New Policy NCR 2.1.3: Light Pollution Reduction.
- ▶ Mitigation Measure AES-3b: Add New Implementation Program NCR-6: Lighting Design Standards.

The General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts on existing scenic vistas and visual character, damage to a scenic corridor, and new skyglow effects.

The project includes updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element including revisions to policies and programs, which would not result in physical changes affecting scenic vistas, visual character, scenic highways, or light and glare. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to scenic quality, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards (e.g., Municipal Code and design review process), entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to aesthetic resources.

No new significant effect related to aesthetic resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on aesthetic resources included in the General Plan EIR remain valid.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
2. Agriculture and Forestry Resources. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Setting pp. 7-1 and 7-2; impact discussed on pp. 7-4 and 7-5	No	No	Not applicable
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting p. 7-2; impact discussed on p. 7-5	No	No	Not applicable
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Setting pp. 7-1 and 7-2; impact discussed on page 7-5	No	No	Not applicable
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Setting page 7-5; impact discussed on page 7-5	No	No	Not applicable
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Setting p. 7-1; Impact AG-1	No	No	No mitigation measures are available

4.2.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be no impact related to a conflict with zoning of forest land or the loss or conversion of forest land; a less-than-significant impact related to the conversion of Farmland and a conflict with existing zoning for agricultural use or a Williamson Act contract; and a significant impact involving other changes in the environment that, because of their location or nature, could result in conversion of Farmland to nonagricultural use. No mitigation measures are available to address this significant impact. The General Plan EIR concluded that buildout of the 2035 General Plan would result in a significant and unavoidable impact involving other changes in the environment that, because of their location or nature, could result in conversion of Farmland to nonagricultural use.

The General Plan EIR indicated that there would be less-than-significant impacts related to conversion of Farmland to other uses, conflicts with existing zoning for agricultural use or a Williamson Act Contract, and forest land or timberland.

The project includes revisions to housing policies and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting agriculture or forestry resources. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to agricultural and forest resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

No new significant effect related to agriculture or forestry resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on agriculture and forestry resources included in the General Plan EIR remain valid.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Setting p. 8-10 to 8-14; Impact AQ-3, p. 8-31 to 8-32;	No	No	Not Applicable
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Setting p. 8-2 to 8-8; Impact AQ-1 and AQ-2, p. 8-21 to 8-30; Impact AQ-4, p. 8-33 to 8-34;	No	No	Yes, but impact remains significant and unavoidable
c. Expose sensitive receptors to substantial pollutant concentrations?	Setting p. 8-5 to 8-8; Impact AQ-5, p. 8-34 to 8-41	No	No	Yes, impact remains significant and unavoidable
d. Result in other emissions (e.g. those leading to odors) adversely affecting a substantial number of people?	Setting p. 8-9; Impact AQ-6, p. 8-38 to 8-41	No	No	Yes, impact remains significant and unavoidable

4.3.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification that would change the impact conclusions of the General Plan EIR.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related to consistency with air quality plans and increased mobile-source emissions of carbon monoxide. Potentially significant impacts were identified related to increased operational emissions, increase health risks associated with toxic air contaminants (TACs), and increased exposure to odor emissions.

The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure AQ-2a: Modify Policy NCR 3.1.5: Emission Reduction Threshold for New Development.
- ▶ Mitigation Measure AQ-2b: Implement Mitigation Measures GHG-1 through GHG-17.
- ▶ Mitigation Measure AQ-6: Modify Policy NCR 3.1.6: Sensitive Uses.

Implementation of identified mitigation measures in the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to increased operational emissions, increased health risks associated with toxic air contaminants, and increased exposure to odor emissions.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting implementation of air quality plans, increases in criteria air pollutants, exposure to pollutant concentrations,

or result in exposure of other emissions, such as odors. Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to air quality, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's entitlement process, compliance with Sacramento Metropolitan Air Quality Management District rules and guidance, and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to air quality.

No new significant effect related to air quality would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to air quality included in the General Plan EIR remain valid.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
4. Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Setting p. 9-5 to 9-20; Impact BIO-1, p. 9-27 to 9-34	No	No	Yes, but impact remains significant and unavoidable
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Setting p. 9-2 to 9-4. Impact BIO-2, p. 9-34 to 9-39	No	No	Not Applicable
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Setting p. 9-4. Impact BIO-3, p. 9-39 to 9-43	No	No	Yes, but impact remains significant and unavoidable
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Setting p. 9-3 to 9-4 and 9-11 to 9-19. Impact BIO-4, p. 9-44 to 9-46	No	No	Not Applicable
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Setting p. 9-21 to 9-24. Impact p. 9-26	No	No	Not Applicable
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Impact p. 4-6 and 9-26	No	No	Not Applicable

4.4.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related riparian habitat and natural communities as well as migratory fish and wildlife. Potentially significant impacts were identified for adverse effects to special-status species and wetlands.

The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure BIO-1: Modify Policy NCR 1.1.1: Habitat Preservation.
- ▶ Mitigation Measure BIO-3: Implement Mitigation Measure BIO-1.

The General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to adverse effects to special-status species and wetlands.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting special-status species, riparian or natural communities' habitat, wetlands, migratory fish and wildlife, and local policies, ordinances, or habitat conservation plans. Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to biological resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to biological resources.

No new significant effect related to biological resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to biological resources included in the General Plan EIR remain valid.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
5. Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Setting p. 10-1 to 10-2 and p. 10-8 to 10-16; Impact CUL-1, p. 10-19 to 10-22	No	No	No mitigation measures are available
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Setting p. 10-7 to 10-16; Impacts CUL-2, p. 10-23 to 10-26	No	No	Yes, but impact remains significant and unavoidable
c. Disturb any human remains, including those interred outside of formal cemeteries?	Impact CUL-4, p. 10-30 to 10-32	No	No	Not Applicable

4.5.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related to disturbance of human remains. Potentially significant impacts were identified in the General Plan EIR related to adverse changes in the significance of historical resources and archaeological resources. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure CUL-2: Add new Implementation Program NCR 7: Management of Inadvertently Discovered Cultural Resources

Even after implementation of identified mitigation measures, the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts to historical resources and archaeological resources.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting historical or archaeological resources, or human remains. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to cultural resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to cultural resources.

No new significant effect related to cultural resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on cultural resources included in the General Plan EIR remain valid.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
6. Energy. Would the project				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Setting p. 21-12 to 12-15; Impact ENR-1, p. 21-16 to 12-19	No	No	Yes
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Setting p. 12-7 to 12-8; Impact GHG-1, p. 12-21 to 12-34	No	No	Yes

4.6.1 Discussion

A comprehensive update to the CEQA Guidelines has been completed since certification of the General Plan EIR. Appendix G of the CEQA Guidelines, which became effective on December 28, 2018, was revised to include Energy as a category of analysis. At the time of the 2035 General Plan EIR, energy was included in Appendix F of the CEQA Guidelines and energy-related impacts were addressed under Section 21, "Required CEQA Analyses." This analysis has been added into the checklist, in response to the 2018 update to the CEQA Guidelines. Because energy was previously addressed in the EIR, this analysis does not constitute new information of substantial importance under CEQA Guidelines section 15162.

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the California Energy Commission (CEC) on May 9, 2018 and took effect on January 1, 2020. The standards are designed to move the State closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the site electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting. The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be potentially significant impacts related to consumption of energy and conflicts with applicable plans. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure ENR-1: Implement Mitigation Measures GHG-1 through GHG-17
- ▶ Mitigation Measure GHG-1: Add new Implementation Program PFS-22: Renewable Energy in City-Operated Facilities
- ▶ Mitigation Measure GHG-2: Add new Policy PFS 8.1.9 Water Heater Replacement

- ▶ Mitigation Measure GHG-3: Add new Implementation Program PFS-23 High-Efficiency or Alternatively-Powered Water Heater Replacement Program
- ▶ Mitigation Measure GHG-4: Add new Implementation Program PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs
- ▶ Mitigation Measure GHG-5: Modify Policy LU 1.1.13 Sustainable Building Practices
- ▶ Mitigation Measure GHG-6: Add new Implementation Program LU-6 Encourage Green Building
- ▶ Mitigation Measure GHG-7: Add new Implementation Program LU-7 Encourage Zero Net Energy
- ▶ Mitigation Measure GHG-8: Add new Implementation Program PFS-25 Zero Net Energy Development
- ▶ Mitigation Measure GHG-9: Add new Implementation Program PFS-26 Renewable Diesel
- ▶ Mitigation Measure GHG-10: Amend Implementation Program M-1 Transportation Demand Management
- ▶ Mitigation Measure GHG-11: Amend Implementation Program PFS-14 Energy Efficient Fleet
- ▶ Mitigation Measure GHG-12: Amend Policy M 1.1.4 Existing Streets Retrofits
- ▶ Mitigation Measure GHG-13: Amend Implementation Program M-8 Bicycle and Pedestrian Funding
- ▶ Mitigation Measure GHG-14: Amend Policy PFS 9.1.3 Recycling Target
- ▶ Mitigation Measure GHG-15: Add new Implementation Program PFS-27 Reduce Water Consumption in New Development
- ▶ Mitigation Measure GHG-16: Add new Policy NCR 3.2.8 GHG Analysis Streamlining for Projects Consistent with the General Plan

Through implementation of the identified mitigation measures, the General Plan EIR concluded that buildout of the 2035 General Plan would result in less-than-significant impacts related to energy.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting energy resources or conflicts with energy-related plans. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to energy, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to energy.

No new significant effect related to energy would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on energy included in the General Plan EIR remain valid.

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
7. Geology and Soils. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Setting pp. 11-1 to 11-4; Impact GEO-1	No	No	Not applicable
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)				
ii. Strong seismic ground shaking?				
iii. Seismic-related ground failure, including liquefaction?				
iv. Landslides?				
b. Result in substantial soil erosion or the loss of topsoil?	Setting pp. 11-5 and 11-6; Impact GEO-2	No	No	Not applicable
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Setting pp. 11-4 and 11-5; Impact GEO-3	No	No	Not applicable
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	Setting p. 11-4; Impact GEO-3	No	No	Not applicable
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Impact discussed on p. 11-11	No	No	Not applicable
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pp. 10-7 and 10-12; Impact CUL-3	No	No	Yes

4.7.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less-than-significant impacts related to risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslide; substantial soil erosion or the loss of topsoil; hazards related to unstable or expansive soils; and soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The General Plan EIR also indicated that there would be a significant impact related to damage to or destruction of previously unknown unique paleontological resources during construction-related activities. The following mitigation measure was included in the General Plan EIR analysis to address the significant impact on paleontological resources and would continue to apply to subsequent development:

- ▶ Mitigation Measure CUL-3: Add new Implementation Program NCR 8: Management of Paleontological Resources.

The General Plan EIR concluded that the impact on paleontological resources under the 2035 General Plan would be reduced to less than significant with implementation of Mitigation Measure CUL-3.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting geology or soils. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to geology and soils, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards under the Municipal Code (e.g., grading requirements and City Standard Construction Specifications), entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to geology and soils.

No new significant effect related to geology or soils would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on geology and soils included in the General Plan EIR remain valid.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
8. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Setting p. 12-2 to 12-4; Impact GHG-1, p. 12-21 to 12-33; Impact GHG-2, p. 12-33 to 12-38.	No	No	Yes, but impact remains significant and unavoidable
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Setting p. 12-6 to 12-10; Impact GHG-1, p. 12-21 to 12-33.	No	No	Yes

4.8.1 Discussion

Senate Bill (SB) 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The proposed revisions to the State CEQA Guidelines would establish new criteria for determining the significance of a project’s transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. In 2018, the State CEQA Guidelines were updated to reflect analysis of vehicle miles travelled (VMT) rather than congestion when considering transportation impacts. The Governor’s Office of Planning and Research (OPR) provided updated guidance for how to consider VMT impacts in December 2018. Section 4.17, Transportation, below, provides more information related to this guidance.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be potentially significant impacts related to conflicts with an applicable plan, policy or regulation governing greenhouse gas emissions, as well as generation of greenhouse gas. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure GHG-1: Add new Implementation Program PFS-22: Renewable Energy in City-Operated Facilities
- ▶ Mitigation Measure GHG-2: Add new Policy PFS 8.1.9 Water Heater Replacement
- ▶ Mitigation Measure GHG-3: Add new Implementation Program PFS-23 High-Efficiency or Alternately-Powered Water Heater Replacement Program
- ▶ Mitigation Measure GHG-4: Add new Implementation Program PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs
- ▶ Mitigation Measure GHG-5: Modify Policy LU 1.1.13 Sustainable Building Practices
- ▶ Mitigation Measure GHG-6: Add new Implementation Program LU-6 Encourage Green Building
- ▶ Mitigation Measure GHG-7: Add new Implementation Program LU-7 Encourage Zero Net Energy

- ▶ Mitigation Measure GHG-8: Add new Implementation Program PFS-25 Zero Net Energy Development
- ▶ Mitigation Measure GHG-9: Add new Implementation Program PFS-26 Renewable Diesel
- ▶ Mitigation Measure GHG-10: Amend Implementation Program M-1 Transportation Demand Management
- ▶ Mitigation Measure GHG-11: Amend Implementation Program PFS-14 Energy Efficient Fleet
- ▶ Mitigation Measure GHG-12: Amend Policy M 1.1.4 Existing Streets Retrofits
- ▶ Mitigation Measure GHG-13: Amend Implementation Program M-8 Bicycle and Pedestrian Funding
- ▶ Mitigation Measure GHG-14: Amend Policy PFS 9.1.3 Recycling Target
- ▶ Mitigation Measure GHG-15: Add new Implementation Program PFS-27 Reduce Water Consumption in New Development
- ▶ Mitigation Measure GHG-16: Add new Policy NCR 3.2.8 GHG Analysis Streamlining for Projects Consistent with the General Plan
- ▶ Mitigation Measure GHG-17: Modify Policy NCR 3.2.5 Climate Change Assessment and Monitoring.

Even after implementation of the identified mitigation measures, the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to greenhouse gasses.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting GHG generation or conflicts with applicable plan, policy or regulations related to reducing GHG emissions. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to greenhouse gas emissions, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant State policies and consistency with all relevant City General Plan policies related to GHGs that would include the Greenhouse Gas Emissions Reduction Strategy (Appendix A of the General Plan).

No new significant effect related to GHGs would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on GHGs included in the General Plan EIR remain valid.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
9. Hazards and Hazardous Materials. Would the project				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Impacts HZ-1 and HZ-2	No	No	Not applicable
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Setting p. 13-1 to 13-5; Impacts HZ-1 and HZ-2	No	No	Not applicable
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Setting p. 13-1 to 13-5; Impact HZ-4	No	No	Not applicable
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Setting pp. 13-1 to 13-4; Impact HZ-3	No	No	Not applicable
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Setting p. 13-9; Impacts discussed on page 13-17	No	No	Not applicable
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Impacts discussed on page 17-47	No	No	Not applicable
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Setting pp. 13-5, 13-7 to 13-9; Impact HZ-5	No	No	Yes

4.9.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be no impact related to airports and less-than-significant impacts related to creating a significant hazard through the routine transport, use, or disposal of hazardous materials; creating a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and being located on a site included on a list of hazardous materials sites and, as a result, creating a significant hazard to the public or the environment. The General Plan EIR also indicated that there would be a significant impact related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. In addition, the 2035 General Plan contains policies that will avoid impacts to emergency access. The following mitigation measure was included in the General Plan EIR analysis to address the significant impact related to wildland fires and would continue to apply to subsequent development:

- ▶ Mitigation Measure HZ-5: Add new Policy SN 4.1.4: Wildland Fire Risk Reduction.

The General Plan EIR concluded that the impact related to wildland fires under the 2035 General Plan would be reduced to less than significant with implementation of Mitigation Measure HZ-5.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting hazards to the public or the environment related to exposure to hazardous materials or sites; location of a project near an airport; or exposure to a significant risk of loss, injury, or death involving wildland fires. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional-serving commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to hazards and hazardous materials, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to hazards and hazardous materials.

No new significant effect related to hazards and hazardous materials would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to hazards and hazardous materials included in the General Plan EIR remain valid.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
10. Hydrology and Water Quality. Would the Project				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Setting pp. 14-4 and 14-5; Impacts HWQ-1	No	No	Not applicable
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Setting pp. 14-4 to 14-5; impact discussed on page 14-14	No	No	Not applicable
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Setting pp. 14-1 to 14-3; Impacts HWQ-2, HWQ-3, HWQ-4, and HWQ-5	No	No	Not applicable for Impact HWQ-2 Yes for Impacts HWQ-3, HWQ-4, and HWQ-5
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Setting pp. 14-6 and 14-7; impact discussed on page 14-14	No	No	Not applicable
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Not addressed, no impact	No	No	NA

4.10.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less-than-significant impacts related to violations of water quality standards or waste discharge requirements or other substantial degradation of surface water or groundwater quality; substantial decreases in groundwater supplies or substantial interference with groundwater recharge such that

sustainable groundwater management of the basin would be impeded; substantial alteration of the drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site; and in flood hazard, tsunami, or seiche zones, risk of release of pollutants related to project inundation.

The General Plan EIR also indicated that there would be significant impacts related to substantial alteration of the drainage pattern of the site or area in a manner that would result in a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, and impede or redirect flood flows. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure HWQ-3a: Modify Policy SN 3.1.1: 100-Year Floodway.
- ▶ Mitigation Measure HWQ-3b: Modify Policy SN 3.1.4: Flood Control Costs.
- ▶ Mitigation Measure HWQ-3c: Modify City of Folsom Municipal Code Chapter 14.32.
- ▶ Mitigation Measure HWQ-4: Implement Mitigation Measure HWQ-3a, HWQ-3b, and HWQ 3c.
- ▶ Mitigation Measure HWQ-5: Implement Mitigation Measure HWQ-3a, HWQ-3b, and HWQ 3c.

The General Plan EIR concluded that all three of these significant hydrology and water quality impacts under the 2035 General Plan would be reduced to less than significant with implementation of Mitigation Measures HWQ-3a, HWQ-3b, HWQ-3c, HWQ-4, and HWQ-5.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes that would lead to violations of any water quality standard or waste discharge requirements or other degradation of water quality; a substantial decrease in groundwater supplies or substantial interference with groundwater recharge; a substantial alteration in the drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site, a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, creation or contribution of runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or the impeding or redirecting of flood flows; or, in flood hazard, tsunami, or seiche zones, the risk that pollutants would be released because of project inundation. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to hydrology and water quality, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards (Municipal Code and Standard Construction Specifications), entitlement process, and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to hydrology and water quality.

No new significant effect related to hydrology and water quality would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on hydrology and water quality included in the General Plan EIR remain valid.

4.11 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
11. Land Use and Planning. Would the project:				
a. Physically divide an established community?	Setting p. 4-1 to 4-4; Impact discussion p. 4-5	No	No	Not Applicable
b. Create a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Setting p. 4-2 to 4-4; Impact discussion p. 4-6	No	No	Not Applicable

4.11.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR states that the 2035 General Plan has been designed as a cohesive plan that builds upon existing neighborhoods and previously approved development. Because the majority of new development in existing neighborhoods would occur within existing subdivisions or other approved project areas, or within the existing vacant area south of Highway 50, implementation of the 2035 General Plan would not physically divide an existing established community. Additionally, the City of Folsom is not a participating party in the South Sacramento Habitat Conservation Plan (SSHCP), and all areas of the city are outside of the SSHCP coverage boundaries. Except for Planning Areas 1 (Easton/Glenborough) and 2 (south of White Rock Road), which both remain in Sacramento County and would be subject to the SSHCP, no other Habitat Conservation Plans or Natural Community Conservation Plans have been adopted or are in process within the area covered by the 2035 General Plan.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting division of an established community or conflicts with any land use plans. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to land use and planning, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's development standards (Municipal Code), entitlement process, and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to land use.

No new significant effect related to land use would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on land use included in the General Plan EIR remain valid.

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
12. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Setting p. 11-6; Impact GEO-4	No	No	No mitigation measures are available
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Setting p. 11-6; Impact GEO-4	No	No	No mitigation measures are available

4.12.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be a significant impact related to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No mitigation measures are available to address this impact. Therefore, the General Plan EIR concluded that buildout of the 2035 General Plan would result in a significant and unavoidable impact related to the loss of availability of a locally important mineral resource recovery site.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, and Implementation Element, which would not result in physical changes affecting the availability of mineral resources. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional-serving commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to mineral resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards (Municipal Code), entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to mineral resources.

No new significant effect related to mineral resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on mineral resources included in the General Plan EIR remain valid.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
13. Noise. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Setting p. 15-1 to 15-19, p. 15-21 to 15-25 Impacts N-1 and N-2, p. 15-37 to 15-43	No	No	Yes, but impact remains significant and unavoidable
b. Generation of excessive groundborne vibration or groundborne noise levels?	Setting p. 15-1 to 15-19 Impact discussion Impact N-4, p. 15-46 to 15-47	No	No	Not applicable
c. For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Setting p. 15-11 to 15-13; Impact discussion p. 15-36 and Impact N-3, p. 15-44 to 15-45	No	No	Yes

4.13.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related to temporary increases in ambient noise levels, as well as noise and vibration. Potentially significant impacts were identified in the General Plan EIR related to permanent increases in ambient noise levels and exposure to adverse levels of aircraft noise. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure N-1: Add Implementation Program SN-1: Adopt a Noise Reduction Program
- ▶ Mitigation Measure N-3: Issue disclosure statements

Even after implementation of identified mitigation measures, the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to permanent increases in ambient noise levels. Impacts related to vibration would be less than significant.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting ambient noise levels, adverse levels of aircraft noise, or noise and vibration. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to noise, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's noise standards, entitlement process, and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to noise and vibration.

No new significant effect related to noise and vibration would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to noise and vibration included in the General Plan EIR remain valid.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
14. Population and Housing. Would the Project				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Setting p. 4-6 to 4-8 Impact discussion p. 4-14 to 4-17	No	No	NA
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Setting p. 4-8 to 4-11; Impact discussion p. 4-17	No	No	NA

4.14.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that implementation of the 2035 General Plan would not result in the displacement of substantial numbers of persons or housing. The General Plan EIR also indicated there would be no growth-inducing impacts related to the 2035 General Plan.

The purpose of the Housing Element Update is to identify and analyze existing and projected housing needs, as well as establish goals, policies, and actions to address these housing needs, including adequate provisioning of affordable and special-needs (e.g., agricultural workers, homeless people, seniors, single-parent households, large families, and persons with disabilities) housing. It would not remove housing or otherwise displace substantial numbers of people or homes.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development would occur beyond what was addressed in the General Plan EIR.

SACOG produces housing projections for the cities and counties in the Sacramento region, including the city of Folsom. Based on SACOG’s most recent projections, released in 2019, the number of housing units in the City is projected to grow from 27,550 in 2016 to 38,010 in 2040 (with a 1.35 percent annual growth rate). The population increase and development potential associated with the project would be included within the relevant estimates and SACOG projections and thus generally consistent with City and regional growth assumptions. Because the project would not propose new homes or businesses, or extend roads or other infrastructure, it would not induce substantial growth. In addition, no people or housing would be displaced due to the project, and thus no replacement housing necessary.

No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the General Plan EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to population and housing.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?	
15. Public Services.					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any public services:				
i.	Fire protection?	Setting pp. 16-1 to 16-3; Impact PSR-1	No	No	Not applicable
ii.	Police protection?	Setting pp. 16-2 to 16-4; Impact PSR-1	No	No	Not applicable
iii.	Schools?	Setting pp. 16-4 to 16-7; Impact PSR-1	No	No	Not applicable
iv.	Parks?		See below in Section 4.16, "Recreation"		
ii.	Other Government Facility?	Not addressed, no impact	No	No	Not applicable

4.15.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be a less-than-significant impact related to providing new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, and schools. No mitigation is required for these impacts.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting the need for new or physically altered governmental facilities. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to public services, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards, entitlement process, and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant County General Plan policies related to public services.

No new significant effect related to public services would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on public services included in the General Plan EIR remain valid.

4.16 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
16. Recreation.				
a. Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Setting pp. 16-7 to 16-17; Impact PSR-2	No	No	Not applicable
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Setting pp. 16-7 to 16-17; Impacts PSR-1, PSR-3, and PSR-4	No	No	Not applicable for Impacts PSR-1 and PSR-3 Yes for Impact PSR-4

4.16.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less-than-significant impacts related to the physical deterioration of neighborhood or regional parks or other recreational facilities as a result of increased use and related to possible adverse physical effects on the environment associated with constructing or expanding City of Folsom recreational facilities. The General Plan EIR also indicated that there would be a significant impact related to possible adverse physical effects on the environment associated with constructing or expanding State and regional recreational facilities. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure PSR-4a: Modify Policy LU 1.1.10: Network of Open Space.
- ▶ Mitigation Measure PSR-4b: Modify Goal LU 5.1.
- ▶ Mitigation Measure PSR-4c: Modify Policy LU 5.1.1: River District Overlay.
- ▶ Mitigation Measure PSR-4d: Modify Policy LU 5.1.2: Vision for the River District.
- ▶ Mitigation Measure PSR-4e: Modify Policy LU 5.1.3: River District Master Plan.
- ▶ Mitigation Measure PSR-4f: Modify Policy LU 5.1.4: Enhance Lake Natoma with Compatible Recreation Uses.
- ▶ Mitigation Measure PSR-4g: Modify Policy PR 4.1.1: Coordination with State and County Parks.
- ▶ Mitigation Measure PSR-4h: Modify Policy PR 4.1.3: County, State, and Federal Cooperation.
- ▶ Mitigation Measure PSR-4i: Modify Policy PR 4.1.5: Waterway Recreation and Access.
- ▶ Mitigation Measure PSR-4j: Modify the 2035 General Plan Land Use Diagram – Transit Priority Areas.
- ▶ Mitigation Measure PSR-4k: Modify the 2035 General Plan Land Use Diagram – River District.

- ▶ Mitigation Measure PSR-4l: Modify the General Plan Land Use Diagram – Planning Area 1.
- ▶ Mitigation Measure PSR-4m: Modify the 2035 General Plan Land Use Diagram – Planning Area 2.

The General Plan EIR concluded that the impact related to possible adverse physical effects on the environment associated with constructing or expanding State and regional recreational facilities under the 2035 General Plan would be reduced to less than significant with implementation of these mitigation measures.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes related to the use, construction, or expansion of neighborhood or regional parks or other recreational facilities. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to recreation, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation, where residential development is currently allowed with the Conditional Use Permit.

Future housing projects would continue to be reviewed through the City's park dedication requirements and associated fees, entitlement process, and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to recreation.

No new significant effect related to recreation would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on recreation included in the General Plan EIR remain valid.

4.17 TRANSPORTATION

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
17. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Impact discussed on p. 17-47 to 17-48	No	No	Not Applicable
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Setting p. 17-31 to 17-28 – 8-29. VMT estimates p. 17-38	No	No	Not Applicable
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Impact discussed on p. 17-47 to 17-48	No	No	Not Applicable
d. Result in inadequate emergency access?	Impact discussed on p. 17-47 to 17-48	No	No	Not Applicable

4.17.1 Discussion

The General Plan EIR used automobile delay or level of service (LOS) as the primary metric to evaluate the project’s CEQA transportation impacts, consistent with industry standards and the City General Plan goals and policies at the time.

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 (Steinberg) into law and started a process to change transportation impact analysis as part of CEQA compliance. SB 743 directed the California Office of Planning and Research (“OPR”) to revise the CEQA Guidelines to modify the criteria for determining the significance of transportation impacts to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Section 15064.3 of the State CEQA Guidelines, adopted in December 2018, provides that vehicle miles traveled (VMT) is the “most appropriate measure of transportation impacts” and mandates analysis of VMT impacts effective July 1, 2020. LOS, or other measures of automobile delay, are no longer considered significant environmental impacts under CEQA. (Pub. Res. Code, § 21099(b)(2).)

As provided in CEQA Guidelines Section 15007, “amendments to the guidelines apply prospectively only,” and CEQA documents must meet the “content requirements in effect when the document was set out for public review,” and “shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved.” (CEQA Guidelines, Section 15007(c)). An assessment of the change in VMT under existing and 2035 conditions was disclosed as part of the General Plan EIR. This assessment determined that implementation of the General Plan would result in a net increase in total VMT of approximately 45.6 percent as compared to existing conditions (from 2,001,884 miles to 2,915,651 miles – General Plan Draft EIR Table 17-14). However, a VMT impact analysis consistent with the requirements of PRC Section 21099, and State CEQA Guidelines Section 15064.3 was not conducted because it was not required under CEQA at the time; and thus, no significance conclusion related to VMT was provided in the General Plan EIR.

The use of VMT as the primary metric for analyzing transportation impacts was not common in CEQA documents at the time of certification of the General Plan EIR. However, the effects of VMT on the environment as it relates to GHG emissions, multimodal transportation networks, and land use development patterns were known at the time the

General Plan EIR was prepared; and thus, could have been evaluated in the transportation chapter of the EIR at that time. Therefore, the evaluation provided below does not constitute “new information” as defined in State CEQA Guidelines Section 15162. The analysis provided below does consider whether the project could result in a substantial increase in severity of city-wide total VMT anticipated under the General Plan at buildout (2,915,651 miles).

As directed by Section 15007, the General Plan EIR does not need to be revised to conform to the new VMT requirements. In addition, the change in law (replacement of the LOS standard with VMT) does not constitute new significant information under CEQA (PRC 21166 or CEQA Guidelines 15162) as it does not constitute a new impact caused by the changes proposed in the project.

For these reasons, this section provides the environmental and regulatory setting related to VMT, as well as new analysis of the VMT generated by the project. LOS may be reviewed by the City as part of development review and mitigation measures identified in the General Plan EIR related to LOS may be required by the City as a condition of approval. However, because LOS is no longer considered an appropriate metric for analyzing transportation impacts on the environment, analysis and mitigation measures related to LOS are not included in this discussion. Additionally, as part of the 2018 updates to the CEQA Guidelines the analysis of safety as it relates air traffic patterns and facilities was removed from Section XVII. Transportation in Appendix G of the State CEQA Guidelines. Therefore, transportation impacts related to a change in air traffic patterns or facilities are not included in this discussion.

The General Plan EIR includes Implementation Program M-14. Vehicle Miles Travelled Thresholds to be addressed in the updated Mobility Element of the 2035 General Plan., The City of Folsom will do the following as set forth in 2035 General Plan:

- ▶ Anticipate the need to establish VMT thresholds for CEQA analysis within two years after OPR’s guidelines are fully adopted
- ▶ Retain an LOS policy in the General Plan and continue to conduct an LOS analysis as part of its review of development projects
- ▶ Conduct an LOS analysis of its roadway system and a general analysis of changes in VMT as part of the environmental documents prepared to assess the effects of a future Mobility Element Update

At the time of preparation of this document, the City of Folsom has not developed VMT thresholds.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less-than-significant impacts related to hazards due to a design feature or incompatible uses; the provision of emergency access; and conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and the performance or safety of such facilities.

As discussed above, the General Plan EIR provided an analysis of LOS to evaluate transportation and circulation impacts. The General Plan EIR indicated that there would be a significant impact related to traffic LOS on local intersections and on US 50. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure T-1: Implement all feasible improvements identified in Table 17-20 at impacted intersections.
- ▶ Mitigation Measure T-2: Implement Mitigation Measures GHG-10, GHG-12, and GHG-13.
- ▶ Mitigation Measure T-3: Implement the new interchanges and improvements along US Highway 50.

The General Plan EIR concluded that the impacts related to traffic LOS on local intersection and on US 50 would remain significant and unavoidable with implementation of these mitigation measures.

As noted above, the CEQA Guidelines did not include a VMT threshold at the time that the General Plan EIR was prepared. Regardless, the General Plan EIR does address the implications of SB 743 and OPR’s recommendation to consider VMT as the preferred metric for transportation impact analysis. In addition, the General Plan EIR notes that

the Mobility Element of the 2035 General Plan requires the City of Folsom to establish VMT thresholds for CEQA analysis within two years after OPR's guidelines are fully adopted (Implementation Program M-14).

The General Plan EIR indicated that total VMT within the City would increase through implementation of the General Plan but did not attempt to discuss the significance of an impact in terms of VMT. However, the General Plan EIR states that Mitigation Measure T-2: Implement Mitigation Measures GHG-10, GHG-12, and GHG-13 would result in new policies and regulations for reducing VMT and encourage non-automobile modes of travel. Specifically, Mitigation Measure GHG-10 requires adoption of a citywide Transportation Demand Management (TDM) program designed to achieve an overall 15 percent VMT reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT; Mitigation Measures GHG-12 supports bicycle and pedestrian facility improvements within existing streets and intersection; and, Mitigation Measure GHG-13 requires bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections with the City of Folsom.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in changes affecting transportation such that hazards due to a design feature or incompatible use, inadequate emergency access, or conflicts with a program, plan, ordinance or policy addressing the circulation system would occur. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The proposed updates to the Housing Element and Safety and Noise Element would not include land use changes through rezoning or entitle development that would create changes in land use conditions resulting in a substantial increase in projected city-wide total VMT at buildout identified in the General Plan EIR. The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit (see Figure 2-2). No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR that would substantially alter city-wide VMT anticipated under the General Plan at buildout (2,915,651 miles). The potential inclusion of residential development in combination with commercial uses could provide VMT benefits on this site through the reduction of vehicle trip lengths between residential and retail uses. Development would be consistent with regulations pertaining to transportation, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to transportation.

No new significant effect related to transportation would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to transportation included in the General Plan EIR remain valid.

4.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
18. Tribal Cultural Resources.				
<p>a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>	<p>Setting p. 18-1 to 18-4 Impact TCR-1, p. 18-6 to 18-8</p>	<p>No</p>	<p>No</p>	<p>Yes, but impact remains significant and unavoidable</p>
<p>(i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p>				
<p>(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>				

4.18.1 Discussion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

Potentially significant impacts were identified in the General Plan EIR related to tribal cultural resources. No available mitigation measures were identified to reduce potentially significant impacts to a less-than-significant level. Therefore, the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to tribal cultural resources.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting tribal cultural resources. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than

under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to tribal cultural resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation. No additional consultation under AB 52 is required for an addendum to an EIR.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant State policies and consistency with all relevant City General Plan policies related to tribal cultural resources.

No new significant effect related to transportation would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to tribal cultural resources included in the General Plan EIR remain valid.

4.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
18. Utilities and Service Systems. Would the Project				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Setting p. 19-1 to 19-25 Impact USS-2, p. 19-35 to 19-37; Impact USS-3, p. 19-37 to 19-39; Impact USS-4, p. 19-40 to 19-42; Impact USS-6, p. 19-45 to 19-46	No	No	Not Applicable
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Setting p. 19-10 to 19-23; Impact USS-1 p. 19-33 to 19-34; Impact USS-4, p. 19-40 to 19-42	No	No	Not Applicable
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Setting p. 19-3 to 19-10; Impact USS-3 p. 19-37 to 19-39	No	No	Not Applicable
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Setting p. 19-23 to 19-25; Impact USS-5, p. 19-43 to 19-44	No	No	Not Applicable
e. Comply with federal, state, and local statutes and regulations related to solid waste?	Setting p. 19-27 Impact USS-5, p. 19-43 to 19-44	No	No	Not Applicable

4.19.1 Discussion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related to wastewater treatment, new or expanded utility infrastructure, wastewater generation, water supply, solid waste generation, and demand for utility services.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting construction of new utility infrastructure, water supply, wastewater treatment capacity, generation of solid

waste, or compliance with solid waste regulations. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to utilities and service systems, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to utilities.

There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the General Plan EIR remain valid and approval of project would not result in new or substantially more severe significant impacts to utilities and services systems.

4.20 WILDFIRE

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
19. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Not addressed/No Impact	No	No	Not applicable
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Not addressed/No Impact	No	No	Not applicable
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Not addressed/No Impact	No	No	Not applicable

4.20.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR discusses wildfire in the “Hazards and Hazardous Materials” section. It does not specifically address the criteria listed in the table above; however, it does indicate that there would be a significant impact related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. The following mitigation measure was included in the General Plan EIR analysis to address the significant impact related to wildland fires and would continue to apply to subsequent development:

- ▶ Mitigation Measure HZ-5: Add new Policy SN 4.1.4: Wildland Fire Risk Reduction.

The General Plan EIR concluded that the impact related to wildland fires under the 2035 General Plan would be reduced to less than significant with implementation of Mitigation Measure HZ-5.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting exposure to a significant risk of loss, injury, or death involving wildland fires. Please refer to Chapter 2, “Project Description,” which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations

pertaining to wildfire, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to wildfire.

No new significant effect related to wildfire would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to wildfire included in the General Plan EIR remain valid.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
20. Mandatory Findings of Significance.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	Chapter 9, Chapter 10, and Chapter 18	No	Yes, discussed throughout environmental checklist	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Page 21-1 to 21-11	No	No	Yes
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Chapter 6 through Chapter 19	No	Yes, discussed throughout environmental checklist	Yes

CONCLUSION

All approved mitigation in the EIR would continue to be implemented with the proposed project. Therefore, no new significant impacts would occur with implementation of the project.

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5 LIST OF PREPARERS AND PERSONS CONSULTED

5.1 LIST OF PREPARERS

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6 REFERENCES

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- Sacramento Area Council of Governments. 2020 (March). *SACOG Regional Housing Needs Plan Cycle 6 (2021–2029)*. SACOG. See Sacramento Area Council of Governments.

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EXHIBIT B

Housing Element Update



5

Housing

This element identifies the City's housing goals, policies, and programs to ensure that the existing and future housing needs for all Folsom residents are met. The Housing Element promotes a wide range of housing types in order to meet a variety of needs, including housing for seniors, special needs groups, and all income levels. As required by State law, the housing element must be updated every eight years. This element addresses the 2021 through 2029 planning period.

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Introduction

The Housing Element is a mandated element of the General Plan and must address the existing and projected housing needs of all economic segments of the community. The purpose of the housing element is to identify the community's housing needs; state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the City will implement to achieve the stated goals and objectives. The element consists of two documents: the Background Report and the Policy Document. The Background Report (see Appendix C of the Folsom 2035 General Plan) is designed to meet housing element requirements and to provide the background information and analysis to support the goals, policies, programs, and quantified objectives in the Policy Document.

This Housing Element Policy Document includes eight goal statements. Under each goal statement, the element sets out policies that amplify the goal statement. Implementation programs are listed at the end and briefly describe the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program. Several of the implementation programs also have quantified objectives listed.

The following definitions describe the nature of the statements of goals, policies, implementation programs, and quantified objectives as they are used in the Housing Element Policy Document:

- **Goal:** Ultimate purpose of an effort stated in a way that is general in nature and immeasurable.
- **Policy:** Specific statement guiding action and implying clear commitment.
- **Implementation Program:** An action, procedure, program, or technique that carries out policy. Implementation programs also specify primary responsibility for carrying out the action and an estimated timeframe for its accomplishment. The timeframe indicates the calendar year in which the activity is scheduled to be completed. These timeframes are estimates, and not mandatory deadlines, except as expressly required by law. They provide general guidelines and may be adjusted based on City staffing and budgetary considerations.
- **Quantified Objective:** The number of housing units that the City expects to be constructed, conserved, or rehabilitated or the number of households the City expects will be assisted through Housing Element programs and based on anticipated market conditions during the eight-year timeframe of the Housing Element (May 15, 2021, to May 15, 2029).

Goals and Policies

Goal H-1: Adequate Land Supply for Housing

Goal H-1

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population. *[Source: City of Folsom 2013 Housing Element, Goal H-1]*

Policy H-1.1 Sufficient Land for Housing

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing. *[Source: City of Folsom 2013 Housing Element, Goal H-1, Policy H-1.1]*

Policy H-1.2 Location of Higher-Density Housing Sites

The City shall endeavor to designate future sites for higher-density housing near transit stops, commercial services, employment centers, and schools, where appropriate and feasible. *[Source: City of Folsom 2013 Housing Element, Goal H-1, Policy H-1.2 (modified)]*

Policy H-1.3 Multi-family Housing Densities

The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range. *[Source: City of Folsom 2013 Housing Element, Goal H-1, Policy H-1.3]*

Policy H-1.4 Lower-Income Housing Replacement Sites

The City shall mitigate the loss of lower-income housing sites within the Folsom Plan Area by securing voluntary agreements with the landowners to find replacement sites as market-rate housing is developed on sites identified in the lower-income sites inventory. *[Source: New policy]*

Policy H-1.5 Accessory Dwelling Units

The City shall encourage the development of accessory dwelling units on single-family parcels. *[Source: City of Folsom 2013 Housing Element, Goal H-1, Policy H-1.4 (modified)]*

Policy H-1.6 Planned Development Permit

The City shall use the planned development permit process to allow and encourage the development of small and irregular shaped parcels for residential development. *[Source: City of Folsom 2013 Housing Element, Goal H-1, Policy H-1.5]*

Policy H-1.7 Small Lot Development

The City shall revise its zoning code to establish a new zone for small lot development with standards allowing higher density, greater lot coverage, reduced setbacks, and tandem parking, in order to encourage a variety of housing types and to promote more affordable home ownership opportunities. *[Source: City of Folsom 2013 Housing Element, Goal H-1, Policy H-1.7 (modified)]*

Policy H-1.8 Large Lot Subdivisions

The City shall work with property owners to help facilitate and expedite lot splits to subdivide large parcels into developable sites, consistent with allowed densities. *[Source: New policy]*

Policy H-1.9 Mixed-Use and Transit-Oriented Development

The City shall create additional opportunities for mixed-use and transit-oriented development. *[Source: City of Folsom 2013 Housing Element, Goal H-1, Policy H-1.8 (modified)]*

Goal H-2: Removing Barriers to the Production of Housing

Goal H-2

To minimize governmental constraints on the development of housing for households of all income levels. *[Source: City of Folsom 2013 Housing Element, Goal H-2]*

Policy H-2.1 Permit Processing and Review Times

The City shall continually strive to shorten permit processing and review times to the greatest extent possible and will consider allowing concurrent processing for affordable housing projects. *[Source: City of Folsom 2013 Housing Element, Goal H-2, Policy H-2.1]*

Policy H-2.2 Impact Fees

The City shall strive to ensure that its current development impact fee structure does not unnecessarily constrain production of residential development. *[Source: City of Folsom 2013 Housing Element, Goal H-2, Policy H-2.2]*

Policy H-2.3 Fee Deferrals/Waivers for Affordable Housing

The City shall continue to provide fee deferrals and consider fee waivers of City-controlled residential impact fees to developers of qualified affordable housing projects consistent with the provisions of Chapter 16.60 of the Folsom Municipal Code. *[Source: City of Folsom 2013 Housing Element, Goal H-2, Policy H-2.3 (modified)]*



Policy H-2.4 Accessory Dwelling Units and Multi-Generational Housing

The City shall provide incentives to encourage the construction of accessory dwelling units and multi-generational housing units. *[Source: New policy]*

Policy H-2.5 Objective Standards

The City shall endeavor through its development and design standards and decision making to provide consistent and predictable policy direction based on objective standards for multi-family residential project applicants. *[Source: City of Folsom 2013 Housing Element, Goal H-2, Policy H-2.4 (modified)]*

Policy H-2.6 Increase Community Awareness about Affordable Housing

The City shall raise community awareness on the needs for and benefits of affordable housing. *[Source: City of Folsom 2013 Housing Element, Goal H-2, Policy H-2.7 (modified)]*

Goal H-3: Facilitating Affordable Housing

Goal H-3

To facilitate affordable housing opportunities to serve the needs of people at all income levels who live and work in the community. *[Source: City of Folsom 2013 Housing Element, Goal H-3]*

Policy H-3.1 Funding for Affordable Housing

The City shall continue to use Federal and State subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the City's Housing Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households. *[Source: City of Folsom 2013 Housing Element, Goal H-3, Policy H-3.2]*

Policy H-3.2 Inclusionary Housing

The City shall continue to require inclusionary housing on all new for-sale units. The City may also consider inclusionary housing as a community benefit for non-City-initiated General Plan and/or Specific Plan amendments that result in rental housing. *[Source: New policy]*

Policy H-3.3 Non-Residential Affordable Housing Impact Fee

The City shall continue to adjust the non-residential affordable housing impact fee for inflation. The funds generated shall continue to be used for the development of affordable multifamily rental housing. *[Source: New policy]*

Policy H-3.4 Surplus Public Land

The City shall facilitate the development of affordable housing on City-owned surplus land if the property is determined to be appropriate for residential development by providing first right of refusal to affordable housing developers in accordance with Government Code Section 54222. As appropriate, the City will explore opportunities to coordinate with the State in identifying state-owned surplus land sites within the City that would be suitable for future affordable housing development. *[Source: New policy]*

Policy H-3.5 Repurpose Non-Residential Buildings

The City shall consider the repurposing of existing lodging, commercial, and industrial buildings appropriate for affordable housing. *[Source: New policy]*

Policy H-3.6 Density Bonus

The City shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Title 17 of the Folsom Municipal Code. *[Source: City of Folsom 2013 Housing Element, Goal H-3, Policy H-3.3]*

Policy H-3.7 By-right Housing on Previously Identified Housing Sites

The City shall allow housing developments with at least 20 percent affordable housing by-right, consistent with objective design standards, on lower-income housing sites that have been counted in previous housing element cycles, consistent with AB 1397. *[Source: New policy]*

Policy H-3.8 Development Agreements

Where appropriate, the City shall use development agreements to assist housing developers in complying with City affordable housing goals. *[Source: City of Folsom 2013 Housing Element, Goal H-3, Policy H-3.4]*

Policy H-3.9 Incentives for Affordable Housing

The City shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing. *[Source: City of Folsom 2013 Housing Element, Goal H-3, Policy H-3.5]*

Policy H-3.10 Housing Choice Vouchers

The City shall support SHRA efforts to maintain at least the existing level of HUD Housing Choice Vouchers assistance available to extremely low-, very low-, and low-income residents of the City of Folsom. *[Source: City of Folsom 2013 Housing Element, Goal H-3, Policy H-3.6]*



Goal H-4: Neighborhood Preservation and Housing Rehabilitation

Goal H-4

To encourage the conservation and maintenance of the existing housing stock, neighborhoods, and historic homes in Folsom. [Source: City of Folsom 2013 Housing Element, Goal H-4]

Policy H-4.1

Rehabilitation through Code Enforcement

The City shall seek, through code enforcement, the private rehabilitation of substandard dwelling units and provide financial assistance when available to owners of dwelling units occupied by low-income households. In applying this policy, the City shall seek to avoid the displacement of low-income households. [Source: City of Folsom 2013 Housing Element, Goal H-4, Policy H-4.2]

Policy H-4.2

Preserve Residences of Historic or Architectural Value

The City shall encourage the preservation of residential buildings with historic or architectural value. [Source: City of Folsom 2013 Housing Element, Goal H-4, Policy H-4.3]

Policy H-4.3

CDBG Funding for Rehabilitation

The City shall assign housing rehabilitation and maintenance efforts of higher priority in the use of Community Development Block Grant (CDBG) funds or other housing funds for the purpose of rehabilitating the City's existing housing stock. [Source: City of Folsom 2013 Housing Element, Goal H-4, Policy H-4.4]

Policy H-4.4

Housing Conditions Survey

The City shall periodically survey housing conditions to maintain a current database on housing repair needs. [Source: City of Folsom 2013 Housing Element, Goal H-4, Policy H-4.8]

Policy H-4.5

Non-Conforming Units

The City shall allow non-conforming dwelling units to be rehabilitated as long as the rehabilitated dwelling unit meets the Zoning Code requirements for non-conforming structures with no expansion or increase in the non-conformity, except as granted with approval of a variance. [Source: City of Folsom 2013 Housing Element, Goal H-4, Policy H-4.9 (modified)]

Policy H-4.6

Notice of Market Rate Conversion

The City shall require at least three years notice prior to the conversion of any deed-restricted affordable rental units to market rate in any of the following circumstances:

- The units were constructed with the aid of government funding; and/or
- The project was granted a density bonus.

Such notice will be given, at a minimum, to the City, the California Department of Housing and Community Development (HCD), and the residents of at-risk units. *[Source: City of Folsom 2013 Housing Element, Goal H-4, Policy H-4.10]*

Goal H-5: Housing for Special Needs Groups

Goal H-5

To provide a range of housing services for Folsom residents with special needs, including seniors, persons with disabilities, single parents, large families, the homeless, and residents with extremely low incomes. *[Source: City of Folsom 2013 Housing Element, Goal H-5]*

Policy H-5.1 Affordable Housing for Seniors and Persons with Disabilities

The City shall strive to ensure adequate and affordable housing for seniors and persons with disabilities, particularly in areas near public transportation, shopping, medical, and other essential services and facilities. *[Source: City of Folsom 2013 Housing Element, Goal H-5, Policy H-5.1 (modified)]*

Policy H-5.2 Support Service for Seniors

The City shall encourage community service and support activities that increase the ability of seniors to remain in their homes. *[Source: City of Folsom 2013 Housing Element, Goal H-5, Policy H-5.3]*

Policy H-5.3 Accessibility for Persons with Disabilities

The City shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of persons with disabilities. *[Source: City of Folsom 2013 Housing Element, Goal H-5, Policy H-5.4]*

Policy H-5.4 Reasonable Accommodation

The City shall continue to implement a reasonable accommodation process to address, on a case-by-case basis, the retrofitting of existing housing to make it accessible to persons with disabilities. *[Source: City of Folsom 2013 Housing Element, Goal H-5, Policy H-5.5]*

Policy H-5.5 Efforts to Address Homelessness

The City shall work with private organizations and other public agencies, such as Sacramento Steps Forward, HART of Folsom, and Powerhouse Ministries to coordinate regional efforts to address homelessness. *[Source: City of Folsom 2013 Housing Element, Goal H-5, Policy H-5.6]*

Policy H-5.6 Zoning for Emergency Shelters

The City shall continue to provide zoning to accommodate facilities to serve City residents in need of emergency shelter. *[Source: City of Folsom 2013 Housing Element, Goal H-5, Policy H-5.7 (modified)]*

Policy H-5.7 Programs for Homelessness

The City shall work to increase access to programs that address long-term solutions to homelessness, including drug addiction and mental health services, health clinics, career centers, and permanent housing, as funds are made available from local, State and Federal sources. *[Source: City of Folsom 2013 Housing Element, Goal H-5, Policy H-5.8 (modified)]*

Policy H-5.8 Rental Housing for Large Families

The City shall encourage the development of three- and four-bedroom units in multi-family rental housing to encourage the provision of adequate rental housing for large families. *[Source: City of Folsom 2013 Housing Element, Goal H-5, Policy H-5.9 (modified)]*

Policy H-5.9 Permanent Supportive Housing

The City shall encourage the development of permanent supportive housing for extremely low-income residents and persons with disabilities. *[Source: City of Folsom 2013 Housing Element, Goal H-5, Policy H-5.12 (modified)]*

Goal H-6: Equal Opportunity and Fair Housing

Goal H-6

To ensure equal housing opportunities for all Folsom residents regardless race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income. *[Source: City of Folsom 2013 Housing Element, Goal H-6]*

Policy H-6.1 Fair Housing Choice

The City shall promote housing opportunities for all persons regardless of race, color, ancestry, religion, national origin, sex, sexual orientation, age, disability/medical condition, familial status, marital status, source of income, or other barriers that prevent housing choice. *[Source: City of Folsom 2013 Housing Element, Goal H-6, Policy H-6.1 (modified)]*

Policy H-6.2 Enforcement of Fair Housing Laws

The City shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies. *[Source: City of Folsom 2013 Housing Element, Goal H-6, Policy H-6.2]*

Policy H-6.3 Balance of Housing Types

The City shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city, including the Folsom Plan Area, to achieve a balance of housing in all neighborhoods and communities. *[Source: City of Folsom 2013 Housing Element, Goal H-3, Policy H-3.1]*

Policy H-6.4 Infill Opportunities in Single-family neighborhoods

The City shall increase access to opportunity for lower-income households by encouraging infill of smaller units in single-family neighborhoods (e.g., ADUs, multigenerational housing units). *[Source: New policy]*



Goal H-7: Residential Energy Conservation and Sustainable Development

Goal H-7

To reduce greenhouse gas emissions and promote energy conservation in residential development. [Source: City of Folsom 2013 Housing Element, Goal H-7]

Policy H-7.1 Increase Energy Efficiency

The City shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements. [Source: City of Folsom 2013 Housing Element, Goal H-7, Policy H-7.4]

Policy H-7.2 Smart Growth

The City shall encourage “smart growth” that accommodates higher-density residential uses near transit, bicycle-, and pedestrian-friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use. [Source: City of Folsom 2013 Housing Element, Goal H-7, Policy H-7.6]

Goal H-8: Administration and Implementation

Goal H-8

To ensure that Housing Element programs are implemented on a timely basis and progress of each program is monitored and evaluated annually. [Source: City of Folsom 2013 Housing Element, Goal H-8]

Policy H-8.1 Implementation

The City shall work to improve the implementation of Housing Element programs by designating staff to coordinate housing-related programs and to conduct annual monitoring of housing programs and producing the Housing Element Annual Progress Report to the California Department of Housing and Community Development (HCD). [Source: City of Folsom 2013 Housing Element, Goal H-8, Policy H-8.1 (modified to include previous Housing Element Program H-8.B.)]

Implementation Programs and Quantified Objectives

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-1 Adequate Sites Monitoring</p> <p>The City shall annually update the vacant and underutilized sites inventory and make the updated inventory available on the City website. The City shall maintain adequate sites to accommodate 2,226 very low-income units, 1,341 low-income units, and 829 moderate-income units within the planning period. The City shall make findings related to the potential impact on the City's ability to meet its share of the regional housing need when approving applications to rezone residentially designated properties or develop a residential site with fewer units or at a higher income than what is assumed for the site in the Housing Element sites inventory, consistent with "no-net-loss" zoning requirements in Government Code Section 65863. <i>[Source: City of Folsom 2013 Housing Element, Goal H-1, Program H-1.A. (modified)]</i></p>	H-1.1	Staff Time	Community Development Department	Annually
<p>H-2 Create Additional Lower-Income Housing Capacity</p> <p>The City shall create additional opportunities for high-density housing to ensure the City maintains adequate capacity to meet the lower-income RHNA throughout the planning period. The City shall increase maximum allowable densities in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District, and Folsom Plan Area Specific Plan Town Center. In implementing this program, the City shall strive to disperse affordable housing opportunities and avoid fair housing issues related to overconcentration. The City shall coordinate with property owners along the East Bidwell Street corridor and within the Transit Priority Areas to identify and pursue residential development opportunities. The City shall review and revise Policy 4.7 of the Folsom Plan Area Specific Plan to increase the total number of dwelling units allowed in the Plan Area in order to satisfy the RHNA, as long as infrastructure needs are met. In addition, the City shall coordinate with property owners in the Folsom Plan Area to mitigate for the loss of lower-income housing sites to market rate housing. <i>[Source: New program]</i></p>	H-1.2 and H-1.4	Staff Time	Community Development Department	Increase maximum allowable densities by 2022; reach out to property owners at least annually

¹ Staff time to implement Housing Element programs is funded through a combination of the General Fund, Housing Trust Fund, and General Plan Update Fund. This includes the potential use of consultants in lieu of staff time.

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-3 Standards for Transit Oriented Development</p> <p>The City shall establish development standards for transit-oriented development located within SACOG Transit Priority Areas as part of the comprehensive zoning code update. Development standards should promote sustainable land use practices that reduce vehicle trips and should allow for mixed-use developments as well as stand-alone residential. In addition, the City shall provide for CEQA streamlining consistent with the provisions of SB 375. <i>[Source: City of Folsom 2013 Housing Element, Goal H-7, Program H-7.D. (modified)]</i></p>	H-1.2 and H-1.9	Staff Time	Community Development Department	2021 and ongoing
<p>H-4 Accessory Dwelling Unit Tools and Resources</p> <p>The City shall develop an ADU Design Workbook that provides illustrated examples of the design standards and styles, as well as other design ideas to assist property owners, developers, and architects and to encourage thoughtful, context-sensitive design. The City shall promote ADU tools and resources to homeowners throughout the city to promote mixed-income neighborhoods. The City shall target the production of 194 ADUs by 2029. <i>[Source: New program]</i></p>	H-1.5 and H-2.4	Staff Time	Community Development Department	2022
<p>H-5 Accessory Dwelling Unit Incentives</p> <p>The City shall incentivize and encourage the construction of accessory dwelling units through development fee reductions and/or waivers. The City shall pursue the development of pre-approved plans dependent on available grant funding or opportunities for regional coordination through SACOG. In addition, the City shall reach out to local lenders to encourage them to provide funding for accessory dwelling units. The City shall target the production of 194 ADUs by 2029. <i>[Source: New program]</i></p>	H-1.5 and H-2.4	Staff Time	Community Development Department	2024

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-6 Track and Monitor Accessory Dwelling Units and Multi-Generational Units</p> <p>The City shall track new accessory dwelling units and multi-generational housing units and shall conduct a survey every two years to collect information on the use and affordability of these units. Halfway through the projection period (2025) if determined these units are not meeting a lower-income housing need, the City shall ensure other housing sites are available to accommodate the unmet portion of the lower-income RHNA. The City shall target the production of 194 ADUs and 387 multi-generational housing units by 2029. <i>[Source: New program]</i></p>	H-1.5	Staff Time	Community Development Department	Monitor on an ongoing basis and determine affordability by 2025
<p>H-7 Development Impact and Permit Fees</p> <p>The City shall undertake a review of its development impact and permit fees to reconfirm the relationship between required services and fees paid. As part of this study, the City shall review the financial needs of affordable housing projects, determine whether or not City fees can be reduced to facilitate affordable housing development, and identify options for the City to offset the foregone revenues from other sources. <i>[Source: City of Folsom 2013 Housing Element, Goal H-2, Program H-2.A. (modified)]</i></p>	H-2.2	Staff Time; Local Early Action Planning Grant; and Regional Early Action Planning Grant	Community Development Department; Public Works Department; Fire Department	2022
<p>H-8 Objective Design Standards for Multifamily Housing</p> <p>The City shall rescind the Design Guidelines for Multifamily Development upon adoption of the Housing Element and shall adopt objective design standards for multifamily development, as part of the comprehensive zoning code update. <i>[Source: New Program]</i></p>	H-2.5	Staff Time	Community Development Department	2021
<p>H-9 Conduct Inclusionary Housing Fee Study</p> <p>The City shall prepare a fee study on the City's inclusionary housing in-lieu fee to determine the financing gap or subsidy required to produce affordable units and the appropriate fee that may be charged to new housing developments if the developer chooses to satisfy its inclusionary requirement through in-lieu fees. Depending on the findings from the study, the City may consider revising the Ordinance to update the methodology for calculating the inclusionary housing in-lieu fee. <i>[Source: New program]</i></p>	H-3.2	General Fund	Community Development Department	December 2021

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-10 Provide Information on Affordable Housing</p> <p>The City shall create and distribute educational materials, including a page on the City website, social media posts, and/or brochures, to provide information on the needs and benefits of affordable housing and available resources in the city. The City shall collaborate with local homeless service providers to provide information on homeless needs in the city. <i>[Source: City of Folsom 2013 Housing Element, Goal H-2, Program H-2.F. (modified)]</i></p>	H-2.6	Staff Time	Community Development Department	Create educational materials by September 2022
<p>H-11 Local Funding for Affordable Housing Development</p> <p>As available, the City shall allocate funds from the City’s Housing Fund toward the development of affordable housing units for low-, very low-, and extremely low-income households. The City shall explore the possibility of establishing priorities for the distribution of funds, which may include criteria such as income targeting, housing for special needs including seniors and persons with disabilities, number of bedrooms, amenities, support services, and target geographies that serve to affirmatively further fair housing. The City shall provide funding to support approximately 580 affordable units by 2029. <i>[Source: City of Folsom 2013 Housing Element, Goal H-3, Program H-3.A.]</i></p>	H-3.1	Housing Trust Fund	Community Development Department	Establish priorities by 2024
<p>H-12 Incentives for Affordable Housing Development</p> <p>The City shall provide incentives for affordable housing development, including density bonus, fee deferrals or reductions, and reduced fees for studio units (e.g., two-for-one studio fee rate program described in Chapter 16.70 of the Folsom Municipal Code). The City shall also provide outreach to attract and support affordable housing developers in the city, including developers of senior housing, extremely low-income units, and permanent supportive housing for persons with disabilities and developmental disabilities. The City shall target production of 2,150 affordable units by 2029. This will serve to affirmatively further fair housing within the region by providing affordable housing within places of high opportunity. <i>[Source: New program]</i></p>	H-3.1	Housing Trust Fund; Staff Time	Community Development Department	Provide outreach annually; ongoing
<p>H-13 Update Density Bonus Ordinance</p> <p>The City shall update the City’s density bonus ordinance, as part of the comprehensive zoning code update, to reflect recent changes in State law. <i>[Source: New program]</i></p>	H-3.6	Staff Time	Community Development Department	2021

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-14 Facilitate Affordable Housing on Large Sites</p> <p>The City shall encourage property owners and affordable housing developers to target and market the availability of sites with the best potential for development by facilitating meetings between willing property owners of large sites and willing affordable housing developers, when sufficient housing subsidy resources are available. To assist the development of housing for lower income households on larger sites (e.g., more than 10 acres), the City shall strive to streamline the approval process for land divisions, lot line adjustments, and/or specific plans or master plans resulting in parcel sizes that enable affordable housing development, and process fee deferrals related to the subdivision for projects affordable to lower income households. The City shall target production of 635 lower-income units through this program by 2029. <i>[Source: City of Folsom 2013 Housing Element, Goal H-1, Program H-1.B.]</i></p>	H-1.1	Staff Time	Community Development Department	Ongoing
<p>H-15 Affordable Development at the Glenn/Robert G Holderness Station</p> <p>The City shall pursue opportunities to work with an affordable housing developer to construct affordable housing at the Glenn/Robert G Holderness Station parking lot site. The City shall target production of 74 lower-income units on the site by 2029. The City shall coordinate with Sacramento Regional Transit to ensure the site continues to meet the parking demands for the light rail station. <i>[Source: New program]</i></p>	H-1.1; H-1.2; H-1.9; and H-3.4	Housing Trust Fund	Community Development Department	Initiate process by 2026
<p>H-16 Facilitate Affordable Housing Development on City-Owned Land</p> <p>The City shall facilitate the construction of affordable housing, including possible accessory dwelling units, on the City-owned sites located at 300 Persifer Street (APN 070-0172-048) and on Riley Street near Comstock Drive (APN 071-0190-076). The City shall collaborate with interested affordable housing developers to sell or lease surplus City land for the construction of deed-restricted affordable housing, consistent with the Surplus Land Act. The City shall target production of 16 affordable units on City-owned sites by 2029. <i>[Source: New program]</i></p>	H-1.1, H-3.4 and H-6.4	Staff Time	Community Development Department	2022

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-17 Study the Purchase of Land for Affordable Housing</p> <p>The City shall explore the feasibility and appropriateness to establish a program to use housing trust fund money or other sources to purchase land to support the development of affordable housing dispersed throughout the city. If the City finds the purchase of land to be infeasible, the City shall continue to use funds to provide gap financing for affordable housing development. <i>[Source: New program]</i></p>	H-3.1 and H-3.4	Housing Trust Fund	Community Development Department	2026
<p>H-18 Prioritize Infrastructure for Affordable Housing</p> <p>The City shall establish procedures for granting priority water and sewer service to developments with lower-income units in compliance with California Government Code Section 65589.7.</p>	H-3.1 and H-3.4	Staff Time	Community Development Department	2022
<p>H-19 Participate in Sacramento County CDBG Program</p> <p>The City shall continue to coordinate with the Sacramento Housing and Redevelopment Agency (SHRA) to receive Community Development Block Grant (CDBG) to support the Renter’s Helpline and housing rehabilitation programs, including the Seniors Helping Seniors Program. The City shall target 550 units for housing rehabilitation assistance by 2029. <i>[Source: City of Folsom 2013 Housing Element, Goal H-3, Program H-3.G. (modified)]</i></p>	H-4.3	Staff Time	Community Development Department	Ongoing
<p>H-20 Housing Choice Vouchers</p> <p>The City shall continue to participate in the Housing Choice Voucher Program, administered by the Sacramento Housing and Redevelopment Agency (SHRA), with a goal of providing rental assistance to lower-income residents. The City shall work with SHRA to promote the Housing Choice Voucher Landlord Incentive Program offered by the SHRA to encourage new landlords to accept housing choice vouchers, with the goal of distributing affordable housing throughout the city. The City shall target 120 housing choice voucher recipients per year. The City shall post information on the City website, through social media, and in letters to landlords. <i>[Source: City of Folsom 2013 Housing Element, Goal H-3, Program H-3.H. (modified)]</i></p>	H-3.10 and H-6.1	Housing Choice Voucher Program	Community Development Department	2022 / Ongoing

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-21 Mortgage Credit Certificate Program</p> <p>The City shall continue to participate in the Mortgage Credit Certificate Program, administered by the Sacramento Housing and Redevelopment Agency (SHRA), to assist low-income first-time homebuyers purchase a home. The City shall target assistance for approximately 20 households by 2029, subject to availability of Program funds. The City shall publicize the program on the City website and prepare written materials. <i>[Source: City of Folsom 2013 Housing Element, Goal H-3, Program H-3.1.]</i></p>	H-3.1	Mortgage Credit Certificate Program	Community Development Department	Ongoing
<p>H-22 Additional State, Federal, and Regional Funding</p> <p>The City shall work to secure additional funding from State, Federal, and regional sources that can be used to help increase the supply of affordable housing in Folsom. The City shall pursue funding from various grant programs with a goal of obtaining \$5 million dollars for affordable housing through 2029. Such programs may include, but are not limited to:</p> <ul style="list-style-type: none"> • The HOME program that has local funds distributed by the Sacramento Housing and Redevelopment Agency (SHRA); • The state Multifamily Housing Program (MHP), sponsored by the Department of Housing and Community Development (HCD); • The Permanent Local Housing Allocation (PLHA) fund, sponsored by HCD; • The Transit-Oriented Development (TOD) Housing Program, sponsored by HCD; and • The Affordable Housing and Sustainable Communities Program (AHSC) which funds transit-oriented development. <p><i>[Source: City of Folsom 2013 Housing Element, Goal H-3, Program H-3.J. (modified)]</i></p>	H-3.1	Staff time	Community Development Department	Annually
<p>H-23 Expand Existing Affordable Housing Developments</p> <p>The City shall initiate conversations with owners of existing affordable housing complexes to identify potential opportunities and available funding and/or incentives available to expand existing facilities to increase the number of affordable units. The City shall target production of 30 affordable units through the expansion of facilities by 2029. <i>[Source: New program]</i></p>	H-1.1	Staff Time	Community Development Department	Initiate conversations in 2023

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-24 Mobile Home Repair and Replacement Loan Forgiveness Program</p> <p>The City shall continue to provide forgiveness on Community Development Block Grant (CDBG) loans for improvements to manufactured housing units experiencing economic hardship, as defined by, and subject to, HUD guidelines. <i>[Source: City of Folsom 2013 Housing Element, Goal H-4, Program H-4.C.]</i></p>	H-4.3	Staff Time	Community Development Department	Ongoing
<p>H-25 Housing Conditions Survey</p> <p>The City shall seek funding through the Community Development Block Grant, or other funding sources, to conduct a survey of housing conditions in the city. The survey shall identify housing units in need of rehabilitation or replacement and be used to seek funding to support housing rehabilitation programs <i>[Source: New program]</i></p>	H-4.4	CDBG / Staff Time	Community Development Department	2025
<p>H-26 Code Enforcement</p> <p>The City shall continue to encourage the rehabilitation of substandard residential properties by homeowners and landlords, using the Code Enforcement program, when necessary, to improve overall housing quality and conditions in the city. <i>[Source: City of Folsom 2013 Housing Element, Goal H-4, Program H-4.G.]</i></p>	H-4.1	Staff Time	Community Development Department	Ongoing
<p>H-27 Seniors Helping Seniors Program</p> <p>The City shall continue to provide financial assistance for health, safety, emergency and accessibility home repairs to low-income seniors and low-income mobile homeowners through the Seniors Helping Seniors Program, subject to availability of Program funds. The City shall target financial assistance for 550 households by 2029. <i>[Source: City of Folsom 2013 Housing Element, Goal H-5, Program H-5.B. (modified)]</i></p>	H-4.1 and H-4.3	CDBG/ Housing Trust Fund	Community Development Department	Ongoing

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-28 Habitat for Humanity Home Repair Program</p> <p>The City shall work with Habitat for Humanity to promote the Home Repair Program offered by Habitat which responds to health, accessibility and safety concerns in homes owned by low-income families, veterans, and elderly residents on limited incomes. By fixing the long-deferred maintenance projects, critical repairs and code violations, this program helps families stay in their already affordable homes and avoid displacement. The City shall target home repairs for 3 units per year. <i>[Source: New program]</i></p>	H-4.1	Staff Time	Community Development Department	Ongoing
<p>H-29 Emergency Shelter Facility Development</p> <p>The City shall continue to encourage and provide technical assistance to local organizations and community groups to help develop emergency shelter facilities in Folsom. The City shall encourage the removal of any neighborhood barriers for any applications for an emergency shelter and shall target development of emergency shelter facilities sufficient to provide, at minimum, 47 emergency shelter beds. <i>[Source: City of Folsom 2013 Housing Element, Goal H-5, Program H-5.C.]</i></p>	H-5.6	Staff Time	Community Development Department	Ongoing

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-30 Zoning Code Amendments for Special Needs Housing</p> <p>As part of the City’s comprehensive Zoning Code Update, the City shall amend the zoning code to ensure compliance with State law as follows:</p> <ul style="list-style-type: none"> • Allow “low barrier navigation center” developments by right in mixed-use zones and nonresidential zones permitting multifamily uses, consistent with Government Code Section 65662. • Allow for the approval of 100 percent affordable developments that include a percentage of supportive housing units, either 25 percent or 12 units, whichever is greater, to be allowed without a conditional use permit or other discretionary review in all zoning districts where multifamily and mixed-use development is permitted, consistent with Government Code Section 65651(a). • Establish appropriate parking standards for residential care homes and remove parking requirements for occupants of emergency shelters consistent with Government Code 65583. • Allow housing for farmworkers in the Agricultural-Reserve District (A-1-A) or shall amend the zoning code to remove the Agricultural-Reserve District (A-1-A). • Review and amend the zoning code, as necessary, to ensure requirements for group homes of more than six persons are consistent with State law and fair housing requirements. • Review and amend the zoning code to revise findings for reasonable accommodations to remove constraints to housing for persons with disabilities and to reduce the burden of the applicant to determine other reasonable accommodations that provide an equivalent level of benefit. • Establish a mobile home zoning district and amend the zoning map to apply the mobile home zoning district to all existing mobile home parks. • Amend the zoning code to establish a written procedure to implement streamlined ministerial approval in compliance with Senate Bill 35. 	H-5.6	Staff Time	Community Development Department	2021

[Source: New program]

Implementation Program	Implements Policy(ies)	Potential Funding ¹	Who is Responsible	Timeframe
<p>H-31 Homeless Services</p> <p>The City shall work with Sacramento County and local community-based organizations to explore opportunities and form partnerships to bring satellite service for individuals experiencing or at risk of experiencing homelessness (e.g., drug addiction and mental health services, health clinics, career centers) to Folsom. <i>[Source: New program]</i></p>	H-5.5 and H-5.7	Staff Time	Community Development Department	Initiate in 2022 and coordinate at least annually
<p>H-32 Fair Housing Information</p> <p>The City shall also continue to use CDBG funds to support telephone counseling and mediation services provided through the Renters Helpline. The City shall continue to make information regarding State and Federal fair housing requirements as well as the Renters Helpline available at a designated office in City Hall, on the City's website, and at the Folsom Public Library. The City will also assist individuals with complaints in contacting the appropriate agency. The City shall also conduct annual targeted outreach (education campaigns, workshops, etc.) to multifamily rentals to distribute information regarding fair housing and the Renters Helpline. <i>[Source: City of Folsom 2013 Housing Element, Goal H-6, Program H-6.A.]</i></p>	H-6.2	Staff Time	Community Development Department	Review and update fair housing information annually (as appropriate); Dedicate CDBG funds annually
<p>H-33 Affirmative Marketing Plan</p> <p>The City shall require affordable developers to prepare an affirmative marketing plan, as a condition of receiving public funding, and shall encourage private developers to prepare an affirmative marketing plan. The affirmative marketing plan shall ensure marketing materials for new developments are designed to attract renters and buyers of diverse demographics, including persons of any race, ethnicity, sex, handicap, and familial status. <i>[Source: New program]</i></p>	H-6.4	Staff Time	Community Development Department	2024
<p>H-34 Green Means Go Program</p> <p>The City shall support the SACOG Green Means Go program by accelerating infill development that reduces vehicle trips. In addition to the East Bidwell Corridor and the Transit Priority Areas, the City shall consider identifying the area on Greenback Lane near River Rock Drive as a Green Zone targeted for infill and compact development. <i>[Source: New program]</i></p>	H-7.2	Staff Time	Community Development Department	2021

Quantified Objectives

State law (California Government Code Section 65583[b]) requires that the Housing Element contain quantified objectives for the maintenance, preservation, and construction of housing. The quantified objectives set a target goal for Folsom to strive for based on needs, resources, and constraints. State law recognizes that the total housing needs identified by a community may exceed available resources and the community's ability to satisfy this need. Under these circumstances, the quantified objectives need not be, and are not intended to be, identical to the regional housing needs assessment.

The quantified objectives shown in Table 1 represent targets. They are estimates based on past experience, anticipated funding levels, and anticipated housing market conditions. The quantified objectives are not designed to be minimum requirements. The quantified objectives are based largely upon implementation programs that have measurable outcomes. However, the Housing Element contains several policies and implementation programs that reduce barriers and create opportunities for affordable housing. These policies and programs are essential to meeting the City's housing needs but are more qualitative and difficult to quantify.

TABLE 1: SUMMARY OF QUANTIFIED OBJECTIVES FOR AFFORDABLE HOUSING, 2021-2029						
Activity	Extremely Low-Income Units	Very Low-Income Units	Low-Income Units	Moderate-Income Units	Above Moderate-Income Units	Total Units
New Construction ⁽¹⁾	150	800	1,200	1,600	4,800	8,550
Assistance ⁽²⁾	50	50	11	21	0	132
Rehabilitation ⁽³⁾	200	200	174	0	0	574
Preservation/Conservation ⁽⁴⁾	95	328	344	0	0	767
Total	495	1,378	1,401	1,621	4,800	9,272

Notes:

(1) Estimated units based on land available for housing and programs to promote multigenerational housing and accessory dwelling units. Affordable units generated by the market based on local (e.g., Housing Trust Fund), State, Federal, and regional funds to assist affordable housing production by private developers; inclusionary housing obligations dependent on anticipated market rate housing development; and other programs to remove barriers and facilitate the development of affordable housing.

(2) Estimated based on participation in the Housing Choice Vouchers program and Mortgage Credit Certificate Program administered by the Sacramento Housing and Redevelopment Agency (SHRA). Homeowner assistance for extremely low- and very low-income households provided through the Mobile Home Repair and Replacement Loan Forgiveness Program.

(3) 550 units based on past trends and available funding for the Seniors Helping Seniors Program (Program H-27), which assists households with rehabilitation through funding provided through the Community Development Block Grant Program; and 24 units based on Program H-28 Habitat for Humanity Home Repair Program.

(4) Includes 751 assisted affordable units identified in Table C-43 of the Housing Element Background Report and 16 units based on the Program H-26 Code Enforcement.

Source: City of Folsom and Ascent Environmental, 2020.

Appendix C

2021-2029 Housing Element

Background Report

Public Draft

Released December 2020

~~Revised April 2021~~

~~Revised June 2021~~

~~Revised July 2021~~

Revised August 2021

Housing Element Credits

CITY OF FOLSOM

City Council

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Sarah Aquino, Vice Mayor
Kerri Howell
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Rosario Rodriguez

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1 Introduction

State housing element law (Government Code Section 65580 (et seq.)) mandates that local governments must adequately plan to meet the existing and projected housing needs of all economic segments of the community. The Background Report of the Housing Element provides a community profile and identifies the nature and extent of the city's housing needs, which in turn provides the basis for the City's response to those needs in the Policy Document. This Housing Element Background Report provides current information, as of December 2020, on household characteristics, housing needs, housing supply, land inventory for new development, housing programs, constraints, and incentives for new housing development in the city of Folsom. It also evaluates progress made since the last housing element was adopted in 2013.

The 2021 Housing Element is a comprehensive update of the 2013 Housing Element. The 8-year planning period is from May 15, 2021 to May 15, 2029. Upon its adoption, this element will become part of the City of Folsom General Plan. The adoption of this housing element necessitates revisions to some of the other City of Folsom General Plan Elements (i.e., Land Use and Safety and Noise) to maintain internal consistency with those elements as mandated by State law.

1.1 Overview of State Requirements

State law recognizes the vital role local governments play in the supply and affordability of housing. Each local government in California is required to adopt a comprehensive, long-term general plan for the physical development of their city or county. The housing element is one of the seven mandated elements of the general plan. State law requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. In addition, local governments are required to prepare an annual progress report on the status and progress in implementing its housing element. The law acknowledges that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in the state rests largely upon the effective implementation of local general plans, and local housing elements in particular.

The purpose of the housing element is to identify the community's housing needs, to state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and to define the policies and programs that the community will implement to achieve the stated goals and objectives.

State law requires cities and counties to address the needs of all income groups in their housing elements. Beyond these income-based housing needs, the housing element must also address special needs groups such as persons with disabilities and persons experiencing homelessness.

As required by State housing element law (Government Code Section 65583(a)) the assessment and inventory for this element includes the following:

- An analysis of population and employment trends and projections, and a quantification of the city's existing and projected housing needs for all income levels. This analysis of existing and projected needs includes the City of Folsom's share of the regional housing need.
- An analysis and documentation of household characteristics, including level of payment compared to ability to pay; housing characteristics, including overcrowding; and housing stock condition.
- An assessment of fair housing that provides a summary of fair housing issues and fair housing enforcement and outreach. This assessment analyzes integration and segregation patterns, disparities in access to opportunity, and disproportionate housing needs.
- An inventory of land suitable for residential development, including vacant sites and sites having realistic and demonstrated potential for redevelopment, and an analysis of the relationship of zoning, public facilities, and services to these sites.
- The identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit.
- An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. An analysis of local efforts to remove governmental constraints.
- An analysis of potential and actual non-governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, the cost of construction, the request to develop housing at lower densities, and the length of time between receiving approval for a housing development and submittal of an application for building permits.
- An analysis of any special housing needs for the elderly; persons with disabilities, including developmental disabilities; large families; farmworkers; families with female heads of households; and families and persons in need of emergency shelter.
- An analysis of opportunities for residential energy conservation.
- An analysis of "at-risk" assisted housing developments that are eligible to change from low-income housing uses during the next 10 years.

The Background Report satisfies State requirements and provides the foundation for the goals, policies, implementation programs, and quantified objectives. The Background Report sections draw on a broad range of sources. Information on population, housing stock, and economics comes primarily from the 2010 U.S. Census, 2014-2018 American Community Survey, the California Department of Finance (DOF), the Sacramento Area Council of Governments (SACOG), and City of Folsom records. Information on available sites and services for housing comes from numerous public agencies. Information on constraints on housing production and past and current housing efforts in the City of Folsom comes from City staff, other public agencies, and a number of private sources.

1.2 General Plan and Housing Element Consistency

Upon adoption, this housing element will become part of the City of Folsom General Plan. The City adopted a comprehensive update of its General Plan in 2018. The housing element will be included as a chapter in the City's adopted General Plan and will maintain internal consistency as required by State Law. Adoption of the housing element triggers updates to other elements of the General Plan. Senate Bill (SB) 1035 requires the safety element to be revised and revised upon update of the housing element to include new information on fire hazards, flood hazards, and climate adaptation and resilience strategies. The City is amending the Safety and Noise Element concurrent with this Housing Element update to address SB 1035. SB 1000 also requires the City to address environmental justice when updating two or more elements after January 1, 2018. The City of Folsom analyzed the requirements of SB 1000 when the 2035 General Plan was adopted in 2018 and determined that there were no disadvantaged communities that met the definition of SB 1000.

1.3 General Plan and Housing Element Differences

The housing element is one of seven State-mandated elements that every general plan must contain. Although the housing element must follow all the requirements of the general plan, the housing element has several State-mandated requirements that distinguish it from other general plan elements. Whereas the State allows local government the ability to decide when to update their general plan, State law sets the schedule for periodic update (eight-year timeframe) of the housing element. Local governments are also required to submit draft and adopted housing elements to the California Department of Housing and Community Development (HCD) for State law compliance review. This review ensures that the housing element meets the various State mandates. When the City satisfies these requirements, the State will "certify" that the element is legally adequate. Failing to comply with State law could result in potentially serious consequences such as reduced access to infrastructure, transportation, and housing funding and vulnerability to lawsuits.

1.4 Document Organization

The following sections are included in the Housing Element Background Report:

- 3.1 Introduction
- 3.2 Housing Needs Assessment
- 3.3 Resource Inventory
- 3.4 Potential Housing Constraints
- 3.5 Evaluation

1.5 Public Participation

As part of the housing element update process, the City implemented the State’s public participation requirements in housing element law, set forth in Government Code Section 65583(c)(9), that jurisdictions shall make “...a diligent effort to achieve participation of all economic segments of the community in the development of the housing element.”

The City implemented a number of engagement tools to connect with community members and receive input on the City’s housing needs and strategies to ensure housing for all residents. Tools included a project website, social media, newsletters, public workshop, community survey, and public hearings.

1.5.1 PROJECT WEBSITE

At the start of the housing element update process the consultant team created a project website (www.folsomhousingelement.com), in coordination with City Staff, to provide the community information on the housing element update process and schedule, key requirements of the housing element, and related documents. The website also provided the community an opportunity to provide feedback and to sign up to receive project updates via email. The project website was updated regularly to include survey links, an informational video, notices of upcoming meetings, and presentations and materials from past meetings. Translation services of the project website was available within internet browsers.

1.5.2 MARCH 10, 2020: CITY COUNCIL STUDY SESSION

The consultant team presented an overview introducing the City Council to the housing element update process and providing a summary of the City’s Regional Housing Needs Allocation (RHNA) obligation. The presentation included potential strategies to meet the City’s RHNA obligation including creating a buffer to address no net loss, rezoning sites to increase densities, and exploring changes to the inclusionary housing ordinance. The presentation also provided an overview of recent changes to State housing law, including no net loss.

1.5.3 MARCH - JULY 2020: PROPERTY OWNER OUTREACH

City staff and the consultant team mailed letters to property owners along the East Bidwell corridor to identify opportunities for housing development. City staff and the consultants held interviews with several property owners of sites in the East Bidwell corridor, transit priority areas, and the Folsom Plan Area Specific Plan (FPASP) to identify potential for multifamily housing development. Several property owners indicated interest in multifamily housing developments. The City worked with property owners to rezone sites in conjunction with the Housing Element Update to create additional capacity for high density housing. These sites are identified and described in Section 3.3, “Resource Inventory.” Coordination with property owners is ongoing and will continue following adoption of the Housing Element as the City works to maintain adequate sites throughout the 8-year planning period.

1.5.4 JUNE 2020: FOCUS GROUP DISCUSSIONS

The consultant team hosted three virtual focus group sessions to gather input from various stakeholders, including developers, home builders, non-profit organizations, advocacy groups, and public agencies on key housing issues. The virtual focus group sessions were held on the following topics:

- Affordable Housing Strategies –June 2, 2020;
- Missing Middle and Multi-Generational Housing Strategies –June 3, 2020; and
- Homelessness and Special Needs Housing –June 9, 2020.

Each focus group session began with a brief presentation providing background on the housing element process and housing-related information for Folsom. The consultant team then facilitated a discussion asking participants for input on each discussion topic. As follow up to each focus group discussion, a questionnaire was sent to all invitees asking for any additional input or comments related to each topic. The feedback received from each focus group was incorporated into the Housing Element Update and used to guide new policies and programs. Attachment C.3 contains a summary of the focus group discussions.

1.5.5 JUNE - JULY 2020: VIRTUAL COMMUNITY WORKSHOP

The consultant team, in coordination with City Staff, hosted an online community workshop introducing the housing element update process to the community. The presentation was provided through a recorded video, posted on the project website, which included an overview of the requirements of the housing element, the City's RHNA obligation, population and housing demographics in the City, and housing programs within the City. The video presentation was accompanied with an online survey for community members to provide feedback on housing issues, goals, and strategies to meet the City's housing needs. This video presentation and survey were posted online on the project website from June 1, 2020 through July 31, 2020. The community was notified of the online workshop through the City's Facebook page, City website, City newsletters (email and USPS mail), and through approximately 200 postcards distributed by the Twin Lakes Foodbank and the Folsom Public Library. The City received 420 survey responses. The input provided at the workshop was used to shape the Housing Element policies and programs. Attachment C.3 contains a summary of responses received.

1.5.6 JULY 28, 2020: CITY COUNCIL STUDY SESSION

The consultant team gave a presentation to the City Council to report on community outreach, give an update on progress toward identifying adequate housing sites, and receive preliminary direction on key policy issues involving increasing maximum density in key areas of the city, increasing the unit count of the FPASP, and the applicability of inclusionary requirements on rental housing. The City Council was generally agreeable to exploring increasing densities and potentially increasing the unit count in the FPASP. The City Council advised that they did not intend to revise the inclusionary housing ordinance to apply to rental housing. The PowerPoint presentation was made available to the public via the project website and the recorded City Council session was posted on the City website.



1.5.7 DECEMBER 21, 2020: DRAFT HOUSING ELEMENT

The Draft Housing Element was posted on the project website on December 21, 2020, and an email announcing the availability of the Draft Housing Element and the upcoming public meetings was sent to stakeholders and community members who had signed up to receive notifications. In addition, the Draft Housing Element was advertised in the City newsletter (email and USPS mail). The City mailed 22,200 flyer notifications of the Draft Housing Element with utility bills to City residents. In addition, 600 postcard notifications of the Draft Housing Element were distributed to residents of affordable multifamily units via mail and 150 were distributed by the Twin Lakes Foodbank. Hard copies of the Draft Housing Element were also made available at the Community Development Department. The City received several comment letters and emails from community members and regional stakeholders, including the Sacramento Housing Alliance, Sacramento Municipal Utility District, Sacramento Metropolitan Air Quality Management District, and students from the Folsom Cordova Unified School District. City staff and the consultants considered all public comments submitted on the Draft Housing Element and made revisions to the Draft Housing Element during the HCD Review process. Revisions included reviewing and revising the sites inventory methodology, clarifying language or adding additional information to address questions, and modifying policies and programs. All changes were shown in track changes in the Public Hearing Draft Housing Element presented at the adoption hearings with the Planning Commission and City Council.

1.5.8 JANUARY 20, 2021: PLANNING COMMISSION DRAFT HOUSING ELEMENT HEARING

Following release of the Draft Housing Element, City staff and the consultants presented the document to the Planning Commission at a public hearing on January 20, 2021. An email notice was sent to stakeholder and community members that had signed up to receive notifications, informing them of the hearing and methods for providing public comment. In addition, the public hearing was advertised in the City newsletter (email and USPS mail) and local newspaper. The Planning Commission recommended changes that were presented to the City Council for consideration.

1.5.9 FEBRUARY 9, 2021: CITY COUNCIL DRAFT HOUSING ELEMENT HEARING

The City Council reviewed and provided feedback on the Draft Housing Element at a public hearing on February 9, 2021. The City Council was presented with the Planning Commission recommendations as well as the public comments received on the Draft Housing Element. An email notice was sent to stakeholder and community members that had signed up to receive notifications, informing them of the hearing and methods for providing public comment. In addition, the public hearing was advertised in the City newsletter (email and USPS mail) and local newspaper. The City Council recommended minor changes to the Draft Housing Element and authorized staff to submit the Housing Element to HCD for the State-mandated compliance review.

2 Housing Needs Assessment

This section begins with a description of housing and demographic characteristics of the city of Folsom. The section then discusses the existing housing needs of Folsom based on housing and demographic characteristics. The section also discusses the housing needs of “special” population groups as defined in State law. Finally, the section discusses the city’s future housing needs based on the regional “fair share” allocation in the RHNA prepared by SACOG.

2.1 Housing Stock and Demographic Profile

The purpose of this section is to establish “baseline” population, employment, and housing characteristics for the city of Folsom. The main sources of information in this section are the 2000 and 2010 U.S. Census, 2014-2018 American Community Survey, the DOF, and SACOG. Other sources of information include: the California Employment Development Department (EDD); the U.S. Department of Housing and Urban Development (HUD); and local economic data (e.g., home sales prices, rents, wages, etc.).

Data for Folsom is presented wherever possible for comparison alongside comparable data for Sacramento County and California. This facilitates an understanding of the city’s characteristics by illustrating how the city is similar to, or differs from, the county and state in various aspects related to demographic, employment, and housing characteristics and needs.

2.1.1 DEMOGRAPHIC AND EMPLOYMENT CHARACTERISTICS AND TRENDS

Population Growth and Change

Table C-1 shows the long-term historic population trends for the city of Folsom. Since the 1950s, Folsom has been a rapidly growing city. The city experienced its largest average annual growth rates (AAGR) from 1950 to 1960 (8.8 percent) and from 1980 to 1990 (10.5 percent). However, in recent decades the average annual growth rates have been decreasing (5.7 percent in 2000, 3.4 percent in 2010, and 1.2 percent in 2020).

As shown in Table C-2, Folsom's population growth rate between 2010 and 2018 (0.8 percent) was the same as the rate of growth experienced by Sacramento County and slightly higher than the rate of growth experienced by California for this time period (0.6 percent).

TABLE C-1: HISTORICAL POPULATION CHANGE, CITY OF FOLSOM, 1950 TO 2020			
Year	Population	Change	AAGR
1950	1,690	—	—
1960	3,925	2,235	8.8%
1970	5,810	1,885	4.0%
1980	11,003	5,193	6.6%
1990	29,802	18,799	10.5%
2000	51,884	22,082	5.7%
2010	72,203	20,319	3.4%
2020	81,610	9,407	1.2%

Source: California Department of Finance, Table 2a Historical Census Populations of California State, Counties, Cities, Places, and Towns; 2010 Census.

TABLE C-2: POPULATION AND HOUSEHOLD TRENDS, 2010-2018									
	City of Folsom			Sacramento County			California		
	2010	2018	AAGR (2010-2018)	2010	2018	AAGR (2010-2018)	2010	2018	AAGR (2010-2018)
Population	72,203	77,007	0.8%	1,418,788	1,510,023	0.8%	37,253,956	39,557,045	0.6%
Households	24,951	27,285	1.1%	513,945	536,029	0.5%	12,577,498	12,965,435	0.4%
Household Population	65,243	71,419	1.1%	1,395,001	1,485,602	0.8%	36,434,140	38,329,281	0.6%
Group Quarters Population	6,960	5,588	-2.7%	23,787	24,421	0.3%	819,816	819,479	0.0%
Persons Per Household	2.61	2.62	-	2.71	2.77	-	2.90	2.96	-

Sources: U.S. Census Bureau, 2010 U.S. Census and 2014-2018 American Community Survey Table B11002, B26001 and S1101.

A household is defined as a person or group of persons living in a housing unit, as opposed to persons living in group quarters, such as Folsom Prison (figures for households and group quarters are shown separately in Table C-2). Folsom’s household growth rate of 1.1 percent was the slightly higher than its population growth rate from 2010 to 2018.

Average household size is determined by the number of people living in households divided by the number of occupied housing units in a given area. In Folsom, the 2010 average household size was 2.61 persons, slightly lower than the county average of 2.71 persons and the statewide average of 2.90 persons. In 2018, average household size in Folsom increased slightly to 2.62. The average household sizes in the county and state also increased slightly (2.77 and 2.96 persons per household, respectively).

According to the 2010 U.S. Census and 2014-2018 American Community Survey, the total group quarters population in the city was 6,960 in 2010 and decreased to 5,588 in 2018. The group quarters population consists mainly of the Folsom Prison population and residents of other group quarter facilities such as nursing care facilities. Data from the California Department of Corrections and Rehabilitation shows that the population at Folsom Prison and California State Prison (CSP Sacramento, located adjacent to the Folsom Prison) has decreased from 6,666 inmates on March 31, 2010 to 5,545 inmates in December 2019.

Age

Table C-3 shows the distribution of Folsom’s population by age in 2010 and 2018. As shown in the table, Folsom’s population is aging. The population within most age groups 44 years of age and younger declined from 2010 to 2018, while the population within all age groups older than 44 years of age and increased. The median age in Folsom (41.2) in 2018 was considerably older than the countywide median age of 36. Mirroring countywide trends, seniors 65 and older in Folsom made up about 13 percent of the population in 2018 compared to just under 10 percent in 2010. Senior housing needs are discussed in detail in the next section, Special Housing Needs.

TABLE C-3: AGE CHARACTERISTICS, 2010 AND 2018								
Age Group	Folsom				Sacramento County			
	2010		2018		2010		2018	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 5	4,431	6.1%	4,309	5.6%	101,063	7.1%	99,356	6.6%
5 to 9	5,258	7.3%	5,101	6.6%	98,112	6.9%	101,293	6.7%
10 to 14	4,988	6.9%	5,687	7.4%	99,820	7.0%	102,000	6.8%
15 to 19	4,305	6.0%	4,863	6.3%	105,680	7.4%	94,932	6.3%
20 to 24	3,932	5.4%	3,409	4.4%	101,908	7.2%	100,159	6.6%
25 to 34	10,163	14.1%	8,455	11.0%	206,646	14.6%	234,363	15.5%
35 to 44	12,859	17.8%	11,746	15.3%	190,835	13.5%	197,732	13.1%
45 to 54	11,972	16.6%	13,999	18.2%	200,536	14.1%	195,044	12.9%
55 to 59	4,159	5.8%	5,138	6.7%	85,332	6.0%	95,111	6.3%
60 to 64	3,227	4.5%	4,327	5.6%	70,305	5.0%	87,826	5.8%
65 to 74	3,669	5.1%	5,933	7.7%	83,295	5.9%	117,908	7.8%
75 to 84	2,178	3.0%	2,874	3.7%	52,193	3.7%	57,619	3.8%
85 and Over	1,062	1.5%	1,166	1.5%	23,063	1.6%	26,680	1.8%
Total	72,203	100.0%	77,007	100.0%	1,418,788	100.0%	1,510,023	100.0%
Median Age	37.6	—	41.2	—	34.8	—	36.0	—

Note: These figures include Folsom Prison population figures.

Source: 2010 U.S. Census and U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates Table S0101.

Race and Ethnicity

Table C-4 summarizes U.S. Census data related to the race and ethnicity of residents of Folsom, Sacramento County, and California in 2018. Compared to the county and state, Folsom’s population is less diverse. As shown in the table, 62.1 percent of Folsom’s total population (including persons in correctional facilities) in 2018 was White, Non-Hispanic. It should be noted that the racial and ethnic characteristics of the Folsom Prison population affect the statistics for the city as a whole since the Prison has a more racially and ethnically diverse population. Excluding persons in group homes (i.e., assisted living, dormitories, and correctional facilities), Folsom’s 2018 population is even less diverse with 66.9 percent consisting of Non-Hispanic White persons, 9.2 percent Hispanic, and only 0.8 percent Black persons.

TABLE C-4: POPULATION BY RACE AND ETHNICITY, 2018								
Racial/Ethnic Category	Folsom Total Population		Folsom (Not Including Persons in Group Homes)		Sacramento County Total Population		California Total Population	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White (non-Hispanic)	47,840	62.1%	48,738	66.9%	682,500	45.2%	14,695,836	37.5%
Black	2,568	3.3%	555	0.8%	144,003	9.5%	2,164,519	5.5%
American Indian and Alaska Native	342	0.4%	313	0.4%	5,469	0.4%	138,427	0.4%
Asian	12,973	16.8%	12,642	17.3%	231,740	15.3%	5,525,439	14.1%
Native Hawaiian and Other Pacific Islander	276	0.4%	153	0.2%	16,335	1.1%	138,911	0.4%
Other ¹	3,901	4.8%	3,798	5.2%	82,951	5.2%	1,264,051	3.2%
Hispanic (of any race)	9,107	11.8%	6,691	9.2%	347,025	23.0%	15,221,577	38.9%
Total	77,007	100.0%	72,890	100.0%	1,510,023	100.0%	39,148,760	100.0%

Notes: ¹Includes “other” racial category and “two or more races”

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates, Tables B11002B - B11002I, and DP05.

Household Composition

The U.S. Census divides households into two different categories, depending on their composition. Family households are those consisting of two or more related persons living together. Non-family households include persons who live alone or in groups composed of unrelated individuals.

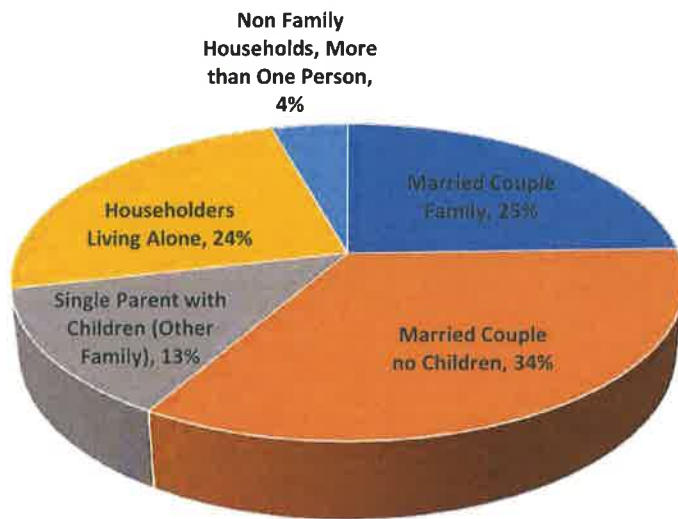
As shown in Table C-5, Folsom had a slightly larger proportion of family households compared to Sacramento County and California. In 2010, 70.5 percent of Folsom households were family households compared to 66 percent in the county and 68.7 percent in the state. From 2010 to 2018, the number of families in Folsom increased from 17,600 families in 2010 to 19,501 families in 2018, resulting in a slight increase (1 percent) in the proportion of family households in Folsom.

As shown in Figure C-1, 25 percent of Folsom households were married with children in 2018, and 13 percent were single parent households. Married couples without children made up 34 percent of all households in Folsom, non-family households with more than one person made up 4 percent, and householders living alone made up 24 percent.

TABLE C-5: FAMILY AND NON-FAMILY HOUSEHOLDS, 2010 AND 2018						
	Folsom		Sacramento County		California	
	Number	Percent	Number	Percent	Number	Percent
2010						
Family Households	17,600	70.5%	338,982	66.0%	8,642,473	68.7%
Non-Family Households	7,351	29.5%	174,963	34.0%	3,935,025	31.3%
Total Households	24,951	100.0%	513,945	100.0%	12,577,498	100.0%
2018						
Family Households	19,501	71.5%	355,363	66.3%	8,915,228	68.76%
Non-Family Households	7,784	28.5%	180,666	33.7%	4,050,207	31.24%
Total Households	27,285	100.0%	536,029	100.0%	12,965,435	100.00%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates, Table S1101.

FIGURE C-1: HOUSEHOLD CHARACTERISTICS, CITY OF FOLSOM, 2018



Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates, Table S2501.

The increase in the number of families in Folsom is reflected in the increasing school enrollment figures shown in Table C-6. From 2010 to 2019, the enrollment of students in the Folsom-Cordova Unified School District increased by 9.1 percent. Although, student enrollment numbers have steadily increased since 2012, the growth rate is slower than the previous decade where enrollment numbers increased by approximately 42 percent from 2000 to 2010.

TABLE C-6: GROWTH IN ENROLLMENT OF FOLSOM STUDENTS IN THE FOLSOM-CORDOVA UNIFIED SCHOOL DISTRICT, 2010-2019

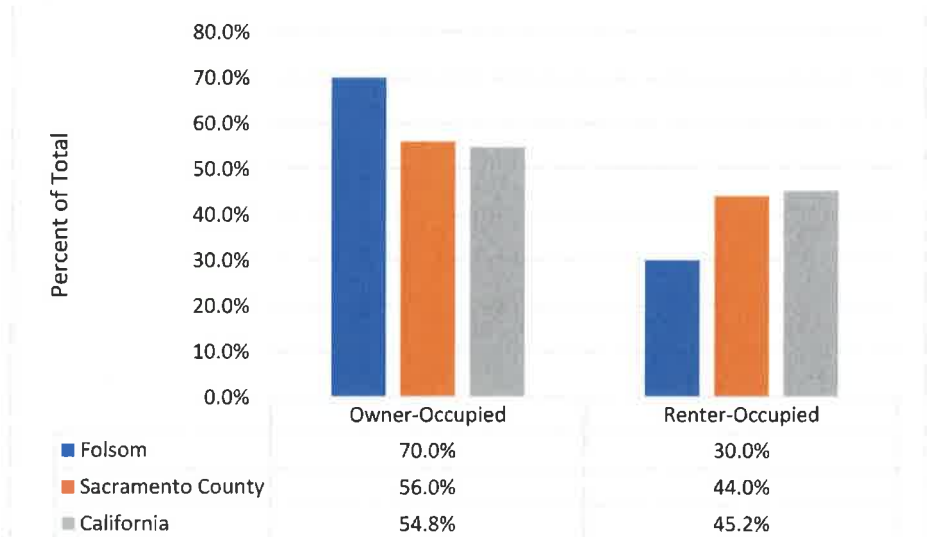
Year	Total Enrollment	Percent Change Since 2010
2010-11	18,893	-
2011-12	19,154	1.4%
2012-13	19,117	1.2%
2013-14	19,356	2.5%
2014-15	19,527	3.4%
2015-16	19,865	5.1%
2016-17	20,312	7.5%
2017-18	20,353	7.7%
2018-19	20,605	9.1%

Source: California Department of Education 2019.

Tenure

Folsom is known as a family-oriented community and has a high rate of homeownership. As shown in Figure C-2, Folsom had a homeownership rate of 70 percent in 2018, compared to 56 percent in Sacramento County and 54.8 percent in California. In addition, Folsom’s homeownership rate has remained steady since 2010 (69.9 percent owner-occupied units), whereas the county and statewide have seen a decrease in homeownership since 2010. Sacramento County had a homeownership rate of 57.5 percent in 2010 and California had a homeownership rate of 55.9 percent in 2010.

FIGURE C-2: OWNER-OCCUPIED AND RENTER-OCCUPIED HOUSING UNITS, CITY OF FOLSOM, 2018



Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates Table B25003.

Household Income

Table C-7 shows the distribution of households according to their 2018 incomes for Folsom, Sacramento County, and California. While 19 percent of households in Sacramento County and 17.5 percent of households in the state earned less than \$25,000 in 2018, only 9.2 percent of households in Folsom earned under \$25,000. On the other end of the income spectrum, 54.5 percent of Folsom households earned more than \$100,000 in 2018, compared to 30.1 percent of households in the county and 35.5 percent of households in the state.

In 2018, Folsom's median household income of \$109,762 was higher than that of Sacramento County by more than \$45,000 and higher than that of the California by more than \$35,000.

TABLE C-7: HOUSEHOLD INCOME DISTRIBUTION, 2018						
Income Group	Folsom		Sacramento County		California	
	Households	Percent	Households	Percent	Households	Percent
Under \$24,999	2,511	9.2%	101,923	19.0%	2,268,951	17.5%
\$25,000-\$49,999	3,387	12.4%	109,336	20.4%	2,437,502	18.8%
\$50,000-\$74,999	3,460	12.7%	93,941	17.5%	2,061,504	15.9%
\$75,000-\$99,999	3,047	11.2%	69,723	13.0%	1,594,749	12.3%
\$100,000 or more	14,880	54.5%	161,106	30.1%	4,602,729	35.5%
Total Households	27,285	100.0%	536,029	100.0%	12,965,435	100.0%
Median Household Income	\$109,762	—	\$63,902	—	\$71,228	—

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates, Table S1901.

Employment Growth: 2010 to 2018

Table C-8 shows employment by industry in Folsom and Sacramento County in 2010 and 2018. The number of employed persons 16 years of age and older in Folsom grew from 30,535 in 2010 to 34,974 in 2018. The educational services, health care, and social assistance industry employed the highest number of Folsom residents (7,666) in 2018 and experienced the highest increase in employment from 15.6 percent of total jobs in 2010 to 21.9 percent in 2018. Other major industries in Folsom include professional, scientific, and management, and administrative and waste management services (14.2 percent); manufacturing (13.1 percent); finance and insurance, and real estate and rental and leasing (10.4 percent); and public administration (10.2 percent).

Since 1984, the Intel Corporation has played a major role in the employment of Folsom residents, as well as residents from surrounding communities in the Sacramento region. Intel is the largest private industry employer in Folsom. As of 2019, the company employed almost 6,000 employees at its Folsom branch. Intel has influenced much of Folsom's technology growth that has attracted businesses from afar. Today Folsom includes many high-tech firms ranging from small companies to large international corporations. The city boasts a growing technology employment cluster that includes over 15 companies in the Technology Integrator, Clean Technology, Technology, and Medical Technology sectors.

TABLE C-8: EMPLOYMENT BY INDUSTRY, 2010 AND 2018

Industry	Folsom				Sacramento County			
	2010		2018		2010		2018	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Civilian employed population 16 years and over	30,535	100.0%	34,974	100.0%	625,894	100.0%	686,019	100.0%
Agriculture, forestry, fishing and hunting, and mining:	34	0.1%	162	0.5%	3,771	0.6%	5,918	0.9%
Construction	1,800	5.9%	1,451	4.1%	46,938	7.5%	43,737	6.4%
Manufacturing	3,513	11.5%	4,582	13.1%	36,492	5.8%	38,148	5.6%
Wholesale trade	690	2.3%	757	2.2%	18,389	2.9%	17,066	2.5%
Retail trade	2,756	9.0%	3,204	9.2%	69,779	11.1%	75,105	10.9%
Transportation and warehousing, and utilities	1,110	3.6%	998	2.9%	30,330	4.8%	37,705	5.5%
Information	695	2.3%	501	1.4%	15,996	2.6%	12,415	1.8%
Finance and insurance, and real estate and rental and leasing	3,820	12.5%	3,620	10.4%	49,506	7.9%	48,305	7.0%
Professional, scientific, and management, and administrative and waste management services	4,467	14.6%	4,953	14.2%	72,752	11.6%	81,011	11.8%
Educational services, and health care and social assistance	4,755	15.6%	7,666	21.9%	128,735	20.6%	153,425	22.4%
Arts, entertainment, and recreation, and accommodation and food services	2,144	7.0%	2,328	6.7%	52,713	8.4%	65,531	9.6%
Other services, except public administration	1,348	4.4%	1,192	3.4%	30,891	4.9%	34,990	5.1%
Public administration	3,403	11.1%	3,560	10.2%	69,602	11.1%	72,663	10.6%

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-year Estimates and 2014-2018 American Community Survey 5-Year Estimates, Table S2405.

Employment and Housing Projections

SACOG produces housing and jobs projections for the cities and counties in the Sacramento region, including the city of Folsom. SACOG’s most recent projections, released in 2019, project housing units and number of jobs to 2040. The number of housing units in Folsom is projected to grow from 27,550 in 2016 to 38,010 in 2040 (with a 1.35 percent annual growth rate). The number of jobs is projected to increase from 45,430 jobs in 2016 to 51,730 in 2040 (with a 0.54 percent annual growth rate).

The SACOG projections were used to calculate the jobs/housing ratio for Folsom. As shown in Table C-9, the number of households was determined by applying a 5 percent vacancy rate to the number of housing units projected by SACOG. The number of jobs was divided by the number of households to determine the jobs/housing ratio. This jobs/housing ratio can be compared to the worker-to-household ratio. The worker-to-household ratio is based on the 2018 Folsom population in the civilian labor force and the number of households in Folsom. The worker-to-household ratio for Folsom is 1.33.

As shown in Table C-9, the number of jobs is projected to grow at a slower rate than the number of housing units. While the jobs/housing ratio is projected to decrease to 1.43 in 2040, this is still above the worker/household ratio of 1.33 indicating there would theoretically still be adequate jobs in the City to meet the demands of the local workforce.

TABLE C-9: HOUSING UNIT AND EMPLOYMENT PROJECTIONS, CITY OF FOLSOM, 2016-2040				
	2016	2035	2040	AAGR (2016-2040)
Housing Units	27,550	36,750	38,010	1.35%
Households ¹	26,173	34,913	36,110	1.35%
Worker/Household Ratio ²	1.33	1.33	1.33	—
Number of Jobs	45,430	50,230	51,730	0.54%
Jobs/Household Ratio ³	1.74	1.44	1.43	—

¹Number of Households was calculated by multiplying the number of projected housing units by a 95% occupancy rate.

²Workers per household ratio was calculated by dividing the population in the civilian labor force in 2018 (36,311) by the number of households in 2018 (27,285).

³Jobs/Household Ratio was calculated by dividing the number of jobs by the number of households.

Source: SACOG, 2016; U.S. Census Bureau 2014-2018 American Community Survey 5-Year Estimates, Table DP03 and S2301.

However, according to 2018 U.S. Census Bureau data, 80 percent of Folsom residents commute out of the city for work and 83 percent of persons employed in the city commute from areas outside of the city, only 20 percent of Folsom residents live and work in the city. As shown in Figure C-3, the majority of Folsom residents who commute out of the city for work are employed in the city of Sacramento, Rancho Cordova, Roseville, El Dorado Hills, or unincorporated Sacramento County (e.g., Arden-Arcade, Carmichael, Gold River). As shown in Figure C-4, the majority of employees who commute into the city for work live in the city of Sacramento, El Dorado Hills, Roseville, Rancho Cordova, Citrus Heights, or unincorporated Sacramento County (e.g., Orangevale, Arden-Arcade, Carmichael).

FIGURE C-3: PLACE OF EMPLOYMENT FOR FOLSOM RESIDENTS WHO WORK OUTSIDE OF FOLSOM, CITY OF FOLSOM, 2021

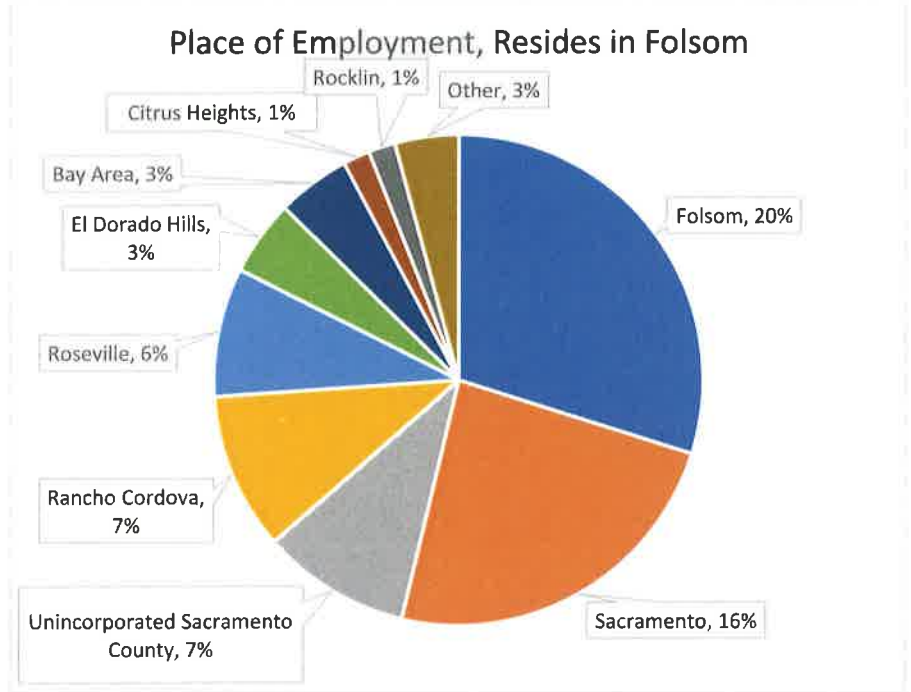
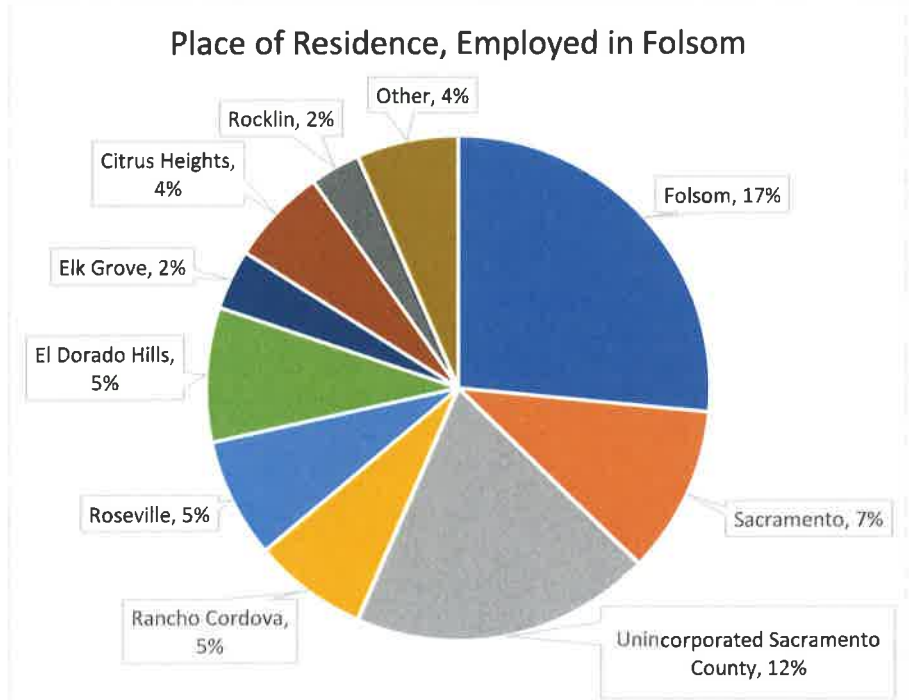


FIGURE C-4: PLACE OF RESIDENCE FOR NON-FOLSOM RESIDENTS WHO WORK IN FOLSOM, CITY OF FOLSOM, 2021



Income levels vary slightly between Folsom residents who work outside of the city and Folsom employees who live outside of the city, with a higher proportion of Folsom residents who work outside of the city earning higher wages and more low- to middle-wage earners commuting into Folsom (see Figure C-5 and Figure C-6). This indicates a need to provide affordable housing for lower-wage earners commuting into Folsom for work.

FIGURE C-5: WAGE EARNINGS OF FOLSOM RESIDENTS EMPLOYED OUTSIDE OF FOLSOM, CITY OF FOLSOM, 2021

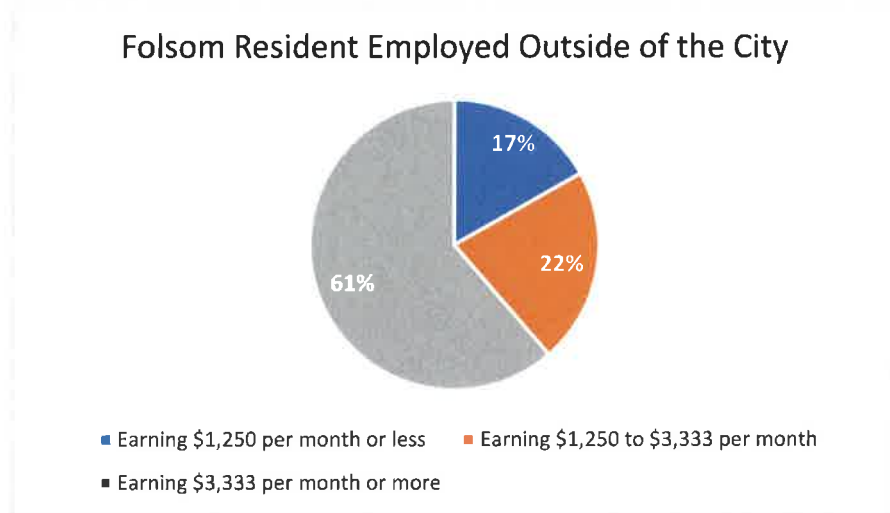


FIGURE C-6: WAGE EARNINGS OF NON-FOLSOM RESIDENTS EMPLOYED IN FOLSOM, CITY OF FOLSOM, 2021

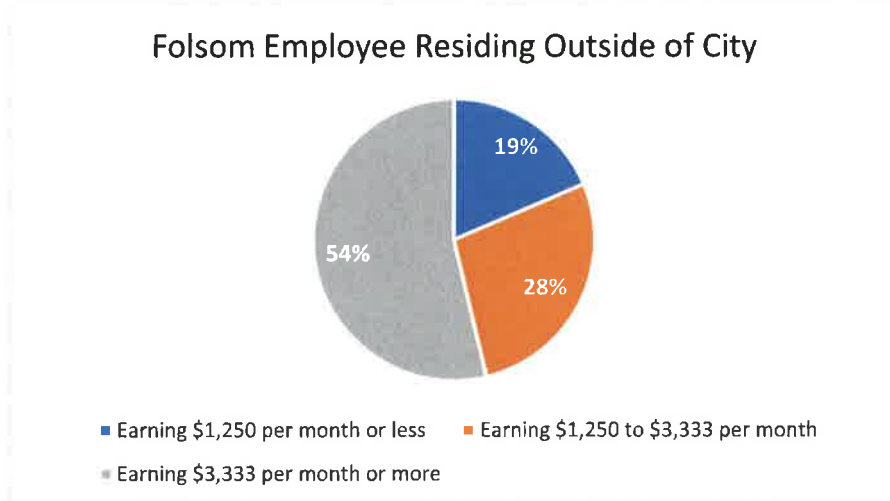


Table C-10 provides more detailed projections for employment by the fastest growing industries from EDD. EDD only provides projections by metropolitan statistical area (MSA). The greatest projected employment growth for the Sacramento-Arden Arcade-Roseville MSA occurs in the education services, health care, and social assistance industry, which is also projected to have the greatest share of jobs. This sector is projected to increase by 26.4 percent (38,400 jobs) from 2016 to 2026. The other fastest growing industries include construction; transportation, warehousing and utilities; accommodation and food services; leisure and hospitality; arts, entertainment, and recreation; real estate and rental and leasing; and wholesale trade.



TABLE C-10: EMPLOYMENT PROJECTIONS BY FASTEST GROWING INDUSTRIES, SACRAMENTO-ARDEN ARCADE-ROSEVILLE METROPOLITAN STATISTICAL AREA, 2016-2026				
Employment Industry	2016	2026	Change in Number of Jobs (2016-2026)	Percent Change (2016-2026)
Educational Services (Private), Health Care, and Social Assistance	145,600	184,000	38,400	26.4%
Construction	54,900	67,800	12,900	23.5%
Transportation, Warehousing, and Utilities	26,000	31,700	5,700	21.9%
Accommodation and Food Services	84,300	99,000	14,700	17.4%
Leisure and Hospitality	99,800	116,600	16,800	16.8%
Arts, Entertainment, and Recreation	15,500	17,600	2,100	13.5%
Real Estate and Rental and Leasing	14,500	16,400	1,900	13.1%
Wholesale Trade	25,700	29,000	3,300	12.8%
Administrative and Support and Waste Management and Remediation Services	62,000	69,900	7,900	12.7%
Other Services (excludes 814-Private Household Workers)	31,700	35,600	3,900	12.3%
Professional and Business Services	128,000	143,500	15,500	12.1%
Professional, Scientific, and Technical Services	54,600	60,900	6,300	11.5%
Information	13,800	14,900	1,100	8%
Government	234,700	246,800	12,100	5.2%
Finance and Insurance	37,200	39,000	1,800	4.8%
Retail Trade	100,400	104,900	4,500	4.5%
Manufacturing	36,200	36,200	0	0%
Mining and Logging	400	300	-100	-25%

¹ Employment projections are for the Sacramento-Arden Arcade-Roseville Metropolitan Statistical Area which includes Sacramento, Placer, Yolo, and El Dorado Counties.

Source: Employment Development Department 2016-2026 Industry Employment Projections, 2019.

Potential Population Change and Job Growth Impacts on Housing Need

The employment base in Folsom is heavily dependent on several major employers and subject to the fluctuations of the high-tech sector. Key employers in Folsom include Intel, Verizon, Cal-ISO, Maximus, Kikkoman, Mercy Hospital, Kaiser Permanente, and the State of California. With employment growth rates projected to be lower than housing growth rates, Folsom is projected to slightly decrease its ratio of total jobs to total employed residents in the near future. Maintaining a balance between jobs and housing can help to reduce commutes, alleviate traffic congestion and the associated environmental and social impacts.

2.1.2 HOUSING CHARACTERISTICS AND TRENDS

Housing Inventory and Supply

Table C-11 shows comparative data on the housing stock in Folsom, Sacramento County, and California in 2010 and 2019. The table shows the total housing stock in each area according to the type of structures in which units are located, total occupied units, and vacancy rate.

As shown in Table C-11, single family detached housing units account for the majority of housing in Folsom (71.7 percent). This is much higher than in the county and state overall, where only 64.8 and 57.5 percent of all units are single family detached, respectively.

Multifamily housing with five or more units makes up the next largest segment of Folsom’s housing stock, comprising approximately 17.6 percent of the total in 2019. The proportion of multifamily units in this category decreased slightly from 17.8 percent in 2010. Folsom has a smaller percentage of multifamily housing (including both the “2 to 4 units” and “5 plus” categories) than Sacramento County and California.

Folsom has a significantly lower proportion of attached single family and small multifamily housing (2 to 4 units) than the county and the state. Since 2010, the proportion of these housing types have fallen to 2.9 percent and 4.5 percent, respectively, approximately one half of the proportion seen in the county.

Table C-11 also shows the number and percentage of occupied units and the vacancy rate. Both Folsom and Sacramento County have seen a slight increase in vacancy rates since 2010 while the statewide vacancy rate has remained steady. Folsom had a 5.1 percent vacancy rate in 2019, which was much lower than that of Sacramento County (8.3 percent) and California (8.1 percent).

TABLE C-11: HOUSING STOCK BY TYPE AND VACANCY, CITY OF FOLSOM, 2010 AND 2019									
Year	Total Units	Single Family		Multifamily		Mobile Homes	Occupied	Vacancy Rate	
		Detached	Attached	2 to 4	5 plus				
CITY OF FOLSOM									
2010	Number	26,109	18,516	805	1,251	4,636	901	24,951	4.4%
	Percent	100.0%	70.9%	3.1%	4.8%	17.8%	3.5%	95.6%	—
2019	Number	28,053	20,107	815	1,275	4,951	905	26,614	5.1%
	Percent	100.0%	71.7%	2.9%	4.5%	17.6%	3.2%	94.9%	—
SACRAMENTO COUNTY									
2010	Number	555,932	357,248	34,749	44,929	104,226	14,780	513,945	7.6%
	Percent	100.0%	64.3%	6.3%	8.1%	18.8%	2.7%	92.5%	—
2019	Number	574,449	372,211	34,797	45,198	107,337	14,906	526,804	8.3%
	Percent	100.0%	64.8%	6.1%	7.9%	18.7%	2.6%	91.7%	—
CALIFORNIA									
2010	Number	13,670,304	7,959,059	966,437	1,110,623	3,076,511	557,674	12,568,167	8.1%
	Percent	100.0%	58.2%	7.1%	8.1%	22.5%	4.1%	91.9%	—
2019	Number	14,235,093	8,190,950	994,710	1,132,562	3,357,051	559,820	13,085,036	8.1%
	Percent	100.0%	57.5%	7.0%	8.0%	23.6%	3.9%	91.9%	—

Source: California Department of Finance, Demographic Research Unit E-5 Tables 2019.

Housing Conditions

Since housing stock age and condition are generally correlated, one Census variable that provides an indication of housing conditions is the age of a community’s housing stock. As shown in Table C-12, nearly 35 percent of Folsom’s housing stock was 20 or less years old in 2020. Another 31 percent of the housing stock was between 20 and 30 years old.

Because over 60 percent of the housing units in Folsom were 30 years old or less in 2020, Folsom’s housing stock is likely still in relatively good condition compared to communities with larger shares of older homes. Since 2010, there has been a net increase of 1,326 housing units in Folsom, almost all of which are likely in sound condition.

TABLE C-12: AGE OF HOUSING STOCK & HOUSING STOCK CONDITIONS, 2018						
	Folsom		Sacramento County		California	
	Housing Units	Percent	Housing Units	Percent	Housing Units	Percent
Built 2014 or later	595	2.1%	4,638	0.8%	152,162	1.1%
Built 2010 to 2013	731	2.6%	7,605	1.3%	230,279	1.6%
Built 2000 to 2009	8,324	29.6%	88,019	15.5%	1,598,759	11.4%
Built 1990 to 1999	8,907	31.7%	76,493	13.5%	1,536,758	10.9%
Built 1980 to 1989	5,395	19.2%	95,479	16.8%	2,135,838	15.2%
Built 1970 to 1979	2,111	7.5%	106,251	18.7%	2,488,636	17.7%
Built 1960 to 1969	663	2.4%	67,908	12.0%	1,892,586	13.4%
Built 1950 to 1959	856	3.0%	70,312	12.4%	1,900,467	13.5%
Built 1940 to 1949	267	1.0%	23,731	4.2%	849,660	6.0%
Built 1939 or earlier	249	0.9%	26,784	4.7%	1,299,679	9.2%
Total	28,098	100.0%	567,220	100.0%	14,084,824	100.0%
Units Lacking Complete Plumbing Facilities	80	0.3%	1,651	0.3%	57,397	0.4%
Units Lacking Complete Kitchen Facilities	263	1.0%	4,479	0.8%	149,476	1.2%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates, Table DP04.

As part of the 2021-2029 Folsom Housing Element Community Survey, participants were asked to describe the physical condition of their home. The responses indicated that 54 percent would describe their homes as having excellent condition, 25 percent of homes show signs of minor deferred maintenance (i.e., peeling paint, chipping stucco), 17 percent stated their home needs one or more modest rehabilitation improvements (i.e., roof, wood siding, paint, window repairs), and 4 percent stated their home needs one or more major upgrades (i.e., new foundation, plumbing, electrical).

According to the City Code Enforcement Division, less than one fourth of code violations in the city are residential housing cases. While these cases are generally spread throughout the city, many occur in the areas with the oldest homes. A majority of the cases are for property maintenance complaints. Only a very small percentage are in need of major repair. Cases where housing repairs are needed primarily occur in rental homes and are often related to tenant landlord issues. According to the City Code Enforcement Officer, substandard housing is a minor issue for Folsom, and the condition of the City’s housing stock has not deteriorated since the previous analysis conducted for the 1992 Housing Element, which was conducted in 1991 and found 88 dwelling units in need of repair. Of the 88 units in need of repair, 58 units needed minor repairs and 30 needed moderate repairs.

The City operates the Seniors Helping Seniors Home Repair Program using CDBG and Housing Trust Funds, which provides grants to lower-income homeowners for mobile home and single family home repairs. These programs are described in Section 3.4 of this report (Inventory of Local, State, and Federal Housing and Financing Programs).

Overcrowding

U.S. Census Bureau defines a housing unit as overcrowded when the total number of occupants is greater than one person per room, excluding kitchens and bathrooms. Units with more than 1.5 persons per room are considered severely overcrowded.

Table C-13 below compares overcrowding data for Folsom with data for Sacramento County and California. In 2018, only 1.3 percent of housing units (360 units) in Folsom were considered overcrowded and 0.2 percent (45 units) were severely overcrowded. Although overcrowding has increased slightly since 2010, when less than one percent of Folsom’s occupied housing units were overcrowded, these statistics show that overcrowding continues to be less of a problem in Folsom than in Sacramento County where 4.9 percent of all households had more than 1.0 persons per room, and in California where 8.2 percent of households were considered overcrowded.

TABLE C-13: OVERCROWDING, 2018						
	Folsom		Sacramento County		California	
	Households	Percent	Households	Percent	Households	Percent
OWNER-OCCUPIED						
1.00 or less	18,961	99.2%	292,590	97.5%	6,803,363	96.0%
1.01 to 1.50	148	0.8%	5,692	1.9%	209,717	3.0%
1.51 or more	0	0.0%	1,800	0.6%	72,355	1.0%
Total	19,109	100.0%	300,082	100.0%	7,085,435	100.0%
RENTER-OCCUPIED						
1.00 or less	7,919	96.9%	217,135	92.0%	5,097,042	86.7%
1.01 to 1.50	212	2.6%	13,423	5.7%	480,486	8.2%
1.51 or more	45	0.6%	5,389	2.3%	302,472	5.1%
Total	8,176	100.0%	235,947	100.0%	5,880,000	100.0%
TOTAL OCCUPIED HOUSING UNITS						
1.00 or less	26,880	98.5%	509,725	95.1%	11,900,405	91.8%
1.01 to 1.50	360	1.3%	19,115	3.6%	690,203	5.3%
1.51 or more	45	0.2%	7,189	1.3%	374,827	2.9%
Total	27,285	100.0%	536,029	100.0%	12,965,435	100.0%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-year Estimates, Table B25014.

Overcrowding is typically more of a problem in rental units than owner-occupied units. When broken out by tenure, approximately 63 percent of the overcrowded households in Folsom were renter households. In 2018, only 0.8 percent (148) of Folsom's owner households had 1.01 or more persons per room, while approximately 3.2 percent (257) of the renter households had 1.01 or more persons per room. In Sacramento County, 2.5 percent of owner households and 8 percent of renter households were overcrowded. Statewide, overcrowding was much greater with 4.0 percent of owner households and 13.3 percent of renter households having greater than 1.0 persons per room.

Household Size

Table C-14 shows average household size by tenure for Folsom, Sacramento County, and California in 2018. As shown in the table, Folsom’s average household size in 2018 was 2.62 persons, lower than the county average of 2.77 persons and the state average of 2.96 persons. In 2018, Folsom had an average household size for renter households of 2.27 persons compared to 2.77 persons per owner household.

TABLE C-14: HOUSEHOLD SIZE BY TENURE, 2018						
	Folsom		Sacramento County		California	
	Households	Percent	Households	Percent	Households	Percent
OWNER OCCUPIED						
1 Person	3,411	17.9%	66,241	22.1%	1,399,383	19.8%
2 Persons	6,887	36.0%	104,240	34.7%	2,379,039	33.6%
3 Persons	3,346	17.5%	49,025	16.3%	1,202,025	17.0%
4 Persons (4+ for statewide)	3,703	19.4%	44,369	14.8%	2,104,988	29.7%
5 Persons or more	1,762	9.2%	36,207	12.1%	—	—
Total	19,109	100.0%	300,082	100.0%	7,085,435	100.0%
Persons per Household	2.77	—	2.82	—	3.01	—
RENTER OCCUPIED						
1 Person	3,177	38.9%	74,546	31.6%	1,685,150	28.7%
2 Persons	2,425	29.7%	65,136	27.6%	1,555,486	26.5%
3 Persons	1,134	13.9%	36,687	15.5%	959,771	16.3%
4 Persons (4+ for statewide)	916	11.2%	30,669	13.0%	1,679,593	28.6%
5 Persons or more	524	6.4%	28,909	12.3%	—	—
Total	8,176	100.0%	235,947	100.0%	5,880,000	100.0%
Persons per Household	2.27	—	2.70	—	2.90	—
ALL HOUSEHOLDS						
1 Person	6,588	24.1%	140,787	26.3%	3,084,533	23.8%
2 Persons	9,312	34.1%	169,376	31.6%	3,934,525	30.3%
3 Persons	4,480	16.4%	85,712	16.0%	2,161,796	16.7%
4 Persons	4,619	16.9%	75,038	14.0%	3,784,581	29.2%
5 Persons or more	2,286	8.4%	65,116	12.1%	—	—
Total	27,285	100.0%	536,029	100.0%	12,965,435	100.0%
Persons per Household	2.62	—	2.77	—	2.96	—

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates, Tables S2501, S1101, and DP04.

Folsom had a lower proportion of large households (five or more members) than Sacramento County in 2018 (8.4 percent compared to 12.1 percent). Folsom also had a slightly similar proportion of one- and two-person households as the county in 2018 (58.2 percent and 57.9 percent respectively).

Table C-15 shows the number of bedrooms by tenure in Folsom, Sacramento County, and California in 2018. As shown in the table, owner-occupied units tend to be larger in Folsom than in Sacramento County or statewide. In 2018, 50.8 percent of owner-occupied units in Folsom contained four or more bedrooms, compared to 36.2 percent in Sacramento County. Renter-occupied units tend to have a smaller number of

bedrooms than owner-occupied units. This was the case in Folsom in 2018, where only 9.8 percent of renter-occupied units had four or more bedrooms, but 25.1 percent of renter-occupied units had only one bedroom compared to 0.8 percent of owner-occupied units.

TABLE C-15: NUMBER OF BEDROOMS BY TENURE, 2018						
	Folsom		Sacramento County		California	
	Housing Units	Percent	Housing Units	Percent	Housing Units	Percent
OWNER OCCUPIED						
No bedroom	25	0.1%	1,037	0.3%	46,883	0.7%
1 bedroom	153	0.8%	3,629	1.2%	174,260	2.5%
2 bedrooms	1,859	9.7%	42,084	14.0%	1,289,152	18.2%
3 bedrooms	7,352	38.5%	144,723	48.2%	3,168,810	44.7%
4 bedrooms	7,591	39.7%	89,080	29.7%	1,903,525	26.9%
5 or more bedrooms	2,129	11.1%	19,529	6.5%	502,805	7.1%
Total	19,109	100.0%	300,082	100.0%	7,085,435	100.0%
RENTER OCCUPIED						
No bedroom	247	3.0%	9,776	4.1%	458,846	7.8%
1 bedroom	2,055	25.1%	55,559	23.5%	1,521,623	25.9%
2 bedrooms	3,078	37.6%	89,791	38.1%	2,235,086	38.0%
3 bedrooms	1,998	24.4%	57,527	24.4%	1,215,763	20.7%
4 bedrooms	749	9.2%	19,879	8.4%	376,478	6.4%
5 or more bedrooms	49	0.6%	3,415	1.4%	72,204	1.2%
Total	8,176	100.0%	235,947	100.0%	5,880,000	100.0%
ALL HOUSEHOLDS						
No bedroom	272	1.0%	10,813	2.0%	505,729	3.9%
1 bedroom	2,208	8.1%	59,188	11.0%	1,695,883	13.1%
2 bedrooms	4,937	18.1%	131,875	24.6%	3,524,238	27.2%
3 bedrooms	9,350	34.3%	202,250	37.7%	4,384,573	33.8%
4 bedrooms	8,340	30.6%	108,959	20.3%	2,280,003	17.6%
5 or more bedrooms	2,178	8.0%	22,944	4.3%	575,009	4.4%
Total	27,285	100.0%	536,029	100.0%	12,965,435	100.0%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates, Table B25042.

Based on the information regarding housing unit and household sizes, Folsom has a much lower need for large housing units than the county and state. Folsom has a smaller average household size, larger housing units, and lower overcrowding rates than the county and state.

Housing Affordability

Housing Cost Burdens

High housing costs can cause households to spend a disproportionate percentage of their income on housing. Overpayment is defined as households paying more than 30 percent of their gross income on housing related expenses, including rent or mortgage payments and utilities. These households are considered “cost burdened.” A “severe cost burden” is defined as gross housing costs exceeding 50 percent of gross income.



As shown in Table C-16, 29.2 percent of all households in Folsom had a housing cost burden greater than 30 percent in 2015. This rate is less than that of Sacramento County (39.4 percent) and California (42 percent). Only 12.1 percent of all households in Folsom had a housing cost burden greater than 50 percent in 2015 compared to 18.9 percent and 20.4 percent for Sacramento County and California, respectively.

As would be expected, housing cost burdens were more severe for households with lower incomes. Among lower-income households (incomes less than or equal to 80 percent of the area median family income (MFI)), 73.9 percent of households in Folsom had a housing cost burden greater than 30 percent in 2015 compared to 16.7 percent of non-lower-income households. This rate of housing cost burden for lower-income households is higher in Folsom than in both Sacramento County (68.9 percent) and California (69.3 percent).

Rates of housing cost burden were generally greater among low-income renter households than among low-income owner households. However, for non-lower-income renter households, rates of housing cost burden were lower than those of owner-occupied households. This trend was common across the city, county, and the state. In Folsom, 84.2 percent of low-income renter households paid 30 percent or more of their monthly incomes for housing costs in 2015, compared to 65.7 percent of low-income owner households. However, rates of housing cost burden greater than 50 percent for low-income households were more similar between owners (44.6 percent) and renters (50.3 percent). Among non-low-income households, the percentage of owner households with housing cost burdens was higher than renter households (17.3 percent compared to 15.4 percent).

TABLE C-16: HOUSING COST BURDEN BY HOUSEHOLD INCOME CLASSIFICATION, 2015

	Folsom			Sacramento County			California		
	Owners	Renters	Total	Owners	Renters	Total	Owners	Renters	Total
LOW-INCOME HOUSEHOLDS (HOUSEHOLD INCOME <= 80% MFI)									
Total Households	3,115	2,525	5,640	87,340	150,735	238,075	2,146,770	3,640,700	5,787,470
Number w/ cost burden > 30%	2,045	2,125	4,170	52,975	111,070	164,045	1,310,170	2,701,625	4,011,800
Percent w/ cost burden > 30%	65.7%	84.2%	73.9%	60.7%	73.7%	68.9%	61.0%	74.2%	69.3%
Number w/ cost burden > 50%	1,390	1,270	2,660	30,960	62,760	93,720	813,285	1,572,055	2,385,340
Percent w/ cost burden > 50%	44.6%	50.3%	47.2%	35.4%	41.6%	39.4%	37.9%	43.2%	41.2%
NON-LOW-INCOME HOUSEHOLDS (HOUSEHOLD INCOME > 80% MFI)									
Total Households	14,625	5,615	20,240	217,805	82,255	284,520	4,762,405	7,427,730	18,433,305
Number w/ cost burden > 30%	2,525	865	3,390	33,660	8,090	41,750	1,012,775	315,650	1,328,430
Percent w/ cost burden > 30%	17.3%	15.4%	16.7%	15.5%	9.8%	14.7%	21.3%	4.2%	7.2%
Number w/ cost burden > 50%	435	40	475	4,785	495	5,280	189,360	24,025	213,390
Percent w/ cost burden > 50%	3.0%	0.7%	2.3%	2.2%	0.6%	1.9%	4.0%	0.3%	1.2%
TOTAL HOUSEHOLDS									
Total Households	17,740	8,140	25,880	289,605	232,990	522,595	6,909,175	5,808,625	12,717,800
Number w/ cost burden > 30%	4,570	2,990	7,560	86,635	119,160	205,795	2,322,945	3,017,275	5,340,230
Percent w/ cost burden > 30%	25.8%	36.7%	29.2%	29.9%	51.1%	39.4%	33.6%	51.9%	42.0%
Number w/ cost burden > 50%	1,825	1,310	3,135	35,745	63,255	99,000	1,002,645	1,596,080	2,598,730
Percent w/ cost burden > 50%	10.3%	16.1%	12.1%	12.3%	27.1%	18.9%	14.5%	27.5%	20.4%

Source: HUD, Comprehensive Housing Affordability Strategy (CHAS) database, 2011-2015

Ability to Pay for Housing

Housing is considered “affordable” if households pay no more than 30 percent of income for rent (including utilities) or monthly homeownership costs (including mortgage payments, taxes, and insurance). HCD calculates incomes limits to determine eligibility for affordable housing programs. According to HCD, the area median income for a four-person household in Sacramento County was \$86,300 in 2020. Table C-17 shows the upper income limits by income category and household size.

TABLE C-17: STATE AND FEDERAL INCOME LIMITS FOR SACRAMENTO COUNTY, 2020					
Income Categories	Income Limits by Persons per Household				
	1	2	3	4	5
Extremely Low-Income (<30% AMI)	\$18,150	\$20,750	\$23,350	\$26,200	\$30,680
Very Low-Income (31-50% AMI)	\$30,250	\$34,550	\$38,850	\$43,150	\$46,650
Low-Income (51-80% AMI)	\$48,350	\$55,250	\$62,150	\$69,050	\$74,600
Median-Income (100% AMI)	\$60,400	\$69,050	\$77,650	\$86,300	\$93,200
Moderate-Income (81-120% AMI)	\$72,500	\$82,850	\$93,200	\$103,550	\$111,850

Notes: AMI = Area median income

Source: California Department of Housing and Community Development, 2020

<https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/Income-Limits-2020.pdf>

Table C-18 shows maximum affordable monthly rents and maximum affordable purchase prices for homes. For example, a three-person household was classified as low-income (80 percent of median) with an annual income of up to \$62,150 in 2020. A household with this income could afford to pay a monthly gross rent (including utilities) of up to \$1,554 or could afford to purchase a house priced at or below \$266,431.

TABLE C-18: ABILITY TO PAY FOR HOUSING BASED ON HUD INCOME LIMITS, SACRAMENTO PMSA, 2020						
	Studio	1 BR	2 BR	3 BR	4 BR	5 BR
EXTREMELY LOW-INCOME HOUSEHOLDS AT 30% OF 2020 MEDIAN FAMILY INCOME						
Number of Persons	1	2	3	4	5	6
Income Level	\$18,150	\$20,750	\$23,350	\$26,200	\$30,680	\$35,160
Max. Monthly Gross Rent ¹	\$454	\$519	\$584	\$655	\$767	\$879
Max. Purchase Price ²	\$77,807	\$88,953	\$100,099	\$112,317	\$131,522	\$150,727
VERY LOW-INCOME HOUSEHOLDS AT 50% OF 2020 MEDIAN FAMILY INCOME						
Number of Persons	1	2	3	4	5	6
Income Level	\$30,250	\$34,550	\$38,850	\$43,150	\$46,650	\$50,100
Max. Monthly Gross Rent ¹	\$756	\$864	\$971	\$1,079	\$1,166	\$1,253
Max. Purchase Price ²	\$129,679	\$148,112	\$166,546	\$184,980	\$199,984	\$214,774
LOW-INCOME HOUSEHOLDS AT 80% OF 2020 MEDIAN FAMILY INCOME						
Number of Persons	1	2	3	4	5	6
Income Level	\$48,350	\$55,250	\$62,150	\$69,050	\$74,600	\$80,100
Max. Monthly Gross Rent ¹	\$1,209	\$1,381	\$1,554	\$1,726	\$1,865	\$2,003
Max. Purchase Price ²	\$207,272	\$236,851	\$266,431	\$296,011	\$319,803	\$343,381
MEDIAN-INCOME HOUSEHOLDS AT 100% OF 2020 MEDIAN FAMILY INCOME						
Number of Persons	1	2	3	4	5	6
Income Level	\$60,400	\$69,050	\$77,650	\$86,300	\$93,200	\$100,100
Max. Monthly Gross Rent ¹	\$1,510	\$1,726	\$1,941	\$2,158	\$2,330	\$2,503
Max. Purchase Price ²	\$258,929	\$296,011	\$332,878	\$369,960	\$399,539	\$429,119
MODERATE-INCOME HOUSEHOLDS AT 120% OF 2020 MEDIAN FAMILY INCOME						
Number of Persons	1	2	3	4	5	6
Income Level	\$72,500	\$82,850	\$93,200	\$103,550	\$111,850	\$120,100
Max. Monthly Gross Rent ¹	\$2,115	\$2,416	\$2,718	\$3,020	\$3,262	\$3,503
Max. Purchase Price ²	\$362,600	\$414,365	\$466,129	\$517,893	\$559,405	\$600,666

Notes: Incomes based on the Sacramento primary metropolitan statistical area (PMSA) (El Dorado, Placer and Sacramento Counties); FY 2020 Median Family Income: \$86,300; HUD FY 2020 Income Limits

¹ Assumes that 30 percent (35 percent for moderate) of income is available for either: monthly rent, including utilities; or mortgage payment, taxes, mortgage insurance, and homeowner's insurance.

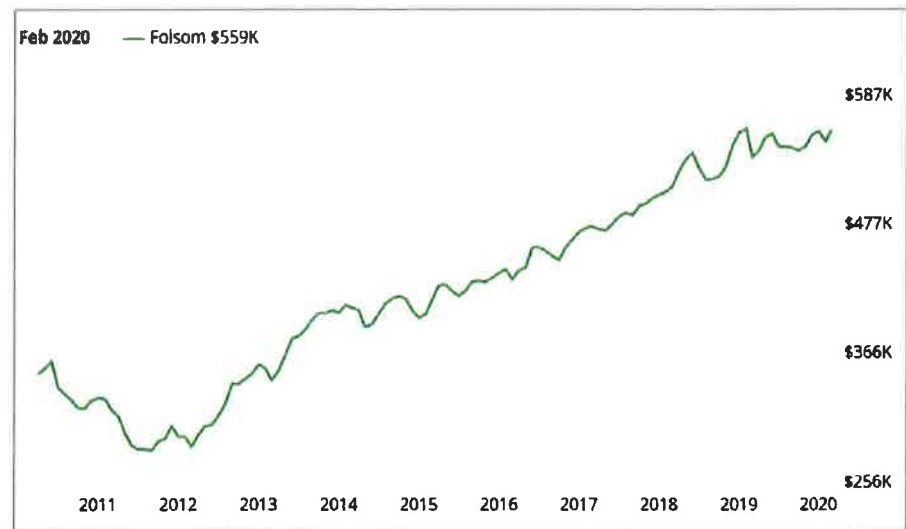
² Assumes 96.5 percent loan at 4 percent annual interest rate and 30-year term; assumes taxes, mortgage insurance, and homeowners' insurance account for 21 percent of total monthly payments.

Source: U.S. Department of Housing and Urban Development (HUD) 2020; and Ascent Environmental 2020.

Housing Values

Figure C-7 shows the median sales prices for homes in Folsom between March 2010 and February 2020. The median sales price initially decreased from 2010 to 2012 but has since increased significantly. Between February 2012 and February 2020, the median sales price almost doubled, increasing by nearly 95 percent, from \$287,000 to \$559,100. The February 2020 median sales price was out of reach for both lower- and moderate-income families.

FIGURE C-7: MEDIAN SALES PRICE, CITY OF FOLSOM, MARCH 2010 - FEBRUARY 2020



Source: Zillow.com, 2020.

Table C-19 shows the approximate range of sales prices for new residential developments in Folsom as of March 2020. As shown in the table, prices range from about \$500,000 to \$730,000 depending on the number of bedrooms. Starting prices for new homes currently available are not affordable for low- or moderate-income households.

TABLE C-19: TYPICAL SALES PRICES FOR NEW HOMES, CITY OF FOLSOM, 2020			
Number of Bedrooms/ Bathrooms	Name of Development		
	Steel Canyon at Russell Ranch	The Ridge at Willow Creek	Waterstone at Folsom Ranch
3 Bedrooms/ 2-3 Baths	\$497,950-\$525,614	\$598,582-\$637,137	\$648,000-\$711,702
4 Bedroom/ 2-3 Baths	\$513,950-\$571,511	\$643,000-\$685,638	—
5 Bedroom/ 3-4 Baths	—	\$675,000	\$697,00-\$731,990

Note: Prices vary depending on number of upgrades.

Source: New Home Source, March 19, 2020.

Table C-20 shows approximate rents for various market rate apartments in Folsom as of March 2020. As shown, rents vary widely based on the number of bedrooms. One-bedroom units range from about \$1,400 to \$2,200; two-bedroom units range from \$1,400-\$3,000; and 3-bedroom units range from \$1,900 to \$3,200. Most of these rents are affordable to moderate-income households. According to data from Yardi Matrix, the average rent in Folsom was \$1,944 in 2021; a 4 percent increase from 2020 when the average rent was \$1,868.

TABLE C-20: TYPICAL RENTAL RATES FOR MARKET RATE APARTMENTS, CITY OF FOLSOM, 2020			
Name of Rental Property	1 Bedroom	2 Bedrooms	3 Bedrooms
Canyon Terrace	\$1,470 - \$2,145	\$1,600-\$2,299	—
The Cottages at Folsom Apartments	\$1,505	\$1,445-\$1,820	—
Fairmont at Willow Creek	\$1,463-\$1,808	\$1,754-\$1,900	—
Falls at Willow Creek	\$1,540-\$1,635	\$1,810-\$1,925	\$1,995-\$2,440
Hub Apartments	\$1,755-\$1,980	\$2,070-\$2,530	\$2,550-\$2,595
Iron Point Apartments	\$1,671-\$2,177	\$1,911-\$2,530	\$2,578-\$4,864
Overlook at Blue Ravine	\$1,470-\$1,770	\$1,674-\$2,00	\$2,125-\$2,425
Talavera Apartments	\$1,705-\$2,015	\$2,190-\$2,550	—
The Pique Apartments	—	\$2,395-\$2,925	\$3,195

*Note: Rental rates are approximate
Sources: Forrent.com, March 2020.*

Affordable Housing by Income/Occupation

Table C-21 is an abbreviated list of occupations and annual incomes for Folsom residents such as fire fighters and police officers, employees of the Folsom Cordova Unified School District, and minimum wage earners. A fire fighter earning an annual income of \$80,302 could be considered median income depending on the household size and could afford to purchase a home for \$344,247. A nurse earning \$58,427 could afford to pay \$250,472 for a home. With the median sales price of a home in Folsom at \$559,100 in March 2020, all of the wage earners shown on the table would be priced out of the market unless there are at least two wage earners in the household.

TABLE C-21: AFFORDABLE RENTS AND HOUSING PRICES BY INCOME AND OCCUPATION, SACRAMENTO PMSA, 2020

Category	Average Income	Affordable Rent ¹	Affordable House Price ²
GENERAL OCCUPATIONS³			
Computer Software Engineer, Systems Software	\$108,722	\$2,718	\$466,079
Civil Engineer	\$116,750	\$2,919	\$500,497
Judicial Law Clerks	\$67,662	\$1,692	\$290,062
Construction Laborers	\$48,069	\$1,202	\$206,066
Licensed Vocational Nurse (LVN)	\$58,427	\$1,461	\$250,472
CITY OF FOLSOM			
Fire Fighter	\$80,302	\$2,008	\$344,247
Police Officer	\$76,790	\$1,920	\$329,191
Account Clerk	\$44,969	\$1,124	\$192,778
Librarian	\$60,263	\$1,507	\$258,342
FOLSOM CORDOVA UNIFIED SCHOOL DISTRICT			
Preschool Teacher, Step 1 (Teacher Permit)	\$39,208	\$980	\$168,081
Teacher, Step 1 (Credential with Bachelors)	\$46,637	\$1,166	\$199,928
Teacher, with MA, Step 8	\$61,837	\$1,546	\$265,089
TWO WAGE EARNERS			
Civil Engineer and Paralegal/Legal Assistant	\$184,412	\$4,610	\$790,556
Firefighter and Librarian	\$144,105	\$3,603	\$617,764
MINIMUM WAGE EARNERS			
Single Wage Earner	\$27,040	\$676	\$115,918
Two Wage Earners	\$54,080	\$1,352	\$231,836
SSI (AGED OR DISABLED)			
One-person household with SSI only	\$11,325	\$283	\$48,549
Couple with SSI only	\$18,986	\$475	\$81,391

Notes: ¹Assumes 30 percent of income devoted to monthly rent, including utilities

²Assumes 30 percent of income devoted to mortgage payment and taxes, 96.5 percent loan at 4 percent interest rate, 30-year term; assumes taxes, mortgage insurance, and homeowners' insurance account for 21 percent of total monthly payments.

³General Occupation incomes based on the Sacramento primary metropolitan statistical area (PMSA) and City of Folsom 2018 Salary Schedule, Step D.

SSI = Supplemental Security Income

Sources: Ascent Environmental, 2020; City of Folsom Salary Schedule, 2018; Folsom-Cordova Unified School District, 2019; California Employment Development Department, 2020.

2.2 Special Housing Needs

Within the general population of Folsom there are several groups of people who have special housing needs. These needs can make it difficult for members of these groups to locate suitable housing. The following subsections discuss the special housing needs of six groups identified in State housing element law (Government Code, Section 65583(a)(7)): seniors; persons with disabilities, including a developmental disability; large families; farmworkers; families with female heads of households; and families and persons in need of emergency shelter.

2.2.1 SENIOR HOUSEHOLDS

Seniors are defined as persons 65 years and older, and senior households are those households headed by a person 65 years and older. Seniors often face unique housing problems. While many may own their homes outright, fixed retirement incomes may not always be adequate to cover rising utility rates and insurance. Also, many elderly homeowners do not have sufficient savings to finance necessary repairs.

Table C-22 shows information on the number of seniors, the number of senior households, and senior households by tenure in Folsom, Sacramento County, and California in 2018. The share of seniors increased in Folsom, Sacramento County, and California from 2010 to 2018. In 2018, seniors represented 13 percent of the population and 21.3 percent of all households in Folsom. Senior households have a high homeownership rate; 79.4 percent of senior households in Folsom owned their homes in 2018, compared to 70 percent of all households in the city.

TABLE C-22: SENIOR POPULATIONS AND HOUSEHOLDS, 2018						
	Folsom		Sacramento County		California	
	Number	Percent	Number	Percent	Number	Percent
POPULATION						
Total Population	77,007	100.0%	1,540,975	100.0%	39,148,760	100.0%
Number of Persons 65 years and older	9,973	13.0%	217,444	14.1%	5,315,457	13.6%
Male	4,344	43.6%	93,987	43.2%	2,357,611	44.4%
Female	5,629	56.4%	123,457	56.8%	2,957,846	55.6%
HOUSEHOLDS						
Total Households	27,285	100.0%	536,029	100.0%	12,965,435	100.0%
Owner	19,109	70.0%	300,082	56.0%	7,085,435	54.6%
Renter	8,176	30.0%	235,947	44.0%	5,880,000	45.4%
Senior Headed-Households	5,819	100.0%	117,954	100.0%	3,023,958	100.0%
Owner	4,623	79.4%	86,142	73.0%	2,206,405	73.0%
Renter	1,196	20.6%	31,812	27.0%	817,553	27.0%
Seniors as percent of all Households	—	21.3%	—	22.0%	—	23.3%
Percent of Owner households headed by a senior	—	24.2%	—	28.7%	—	31.1%
Percent of Renter households headed by a senior	—	14.6%	—	13.5%	—	13.9%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-year estimates, Table B25007 and S0101.

In general, most senior households consist of a single elderly person living alone, or a couple. While some seniors may prefer to live in single family detached homes, others desire smaller, more affordable homes with less upkeep, such as condos, townhouses, apartments, or mobile homes. Many seniors seek single-story homes that will allow them to age in place. Accessory dwelling units (ADUs) are another potential source of housing for seniors.

Some seniors have the physical and financial ability to continue driving well into their retirement; however, those who cannot or chose not to drive must rely on alternative forms of transportation. This includes not only bus routes, rail lines, and ride sharing programs, but also safe, walkable neighborhoods.

Table C-23 shows the proportion of individuals living below the poverty level in Folsom and Sacramento County. Although the proportion of the total population living below poverty level in Folsom (5.4 percent) is much lower than in Sacramento County (15.8 percent), the table shows that Folsom seniors were more likely to experience poverty (6.6 percent) than the City’s total population.

TABLE C-23: POPULATION OVER 65 BELOW POVERTY RATE, 2018				
	Folsom		Sacramento County	
	Total	Percentage	Total	Percentage
Total Population	77,007	100.0%	1,510,023	100.0%
Below Poverty Level	4,158	5.4%	238,584	15.8%
Population over 65	9,639	100.0%	199,143	100.0%
Below Poverty Level	632	6.6%	20,591	10.3%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-year estimates, Table S1701.

Supplemental Security Income (SSI) is a needs-based program that pays monthly benefits to persons who are 65 or older, blind, or have a disability. Seniors who have never worked or have insufficient work credits to qualify for Social Security disability often receive SSI benefits. In fact, SSI is the only source of income for a number of low-income seniors. Recently the SSI program has undergone funding cuts, lowering the maximum monthly benefit to \$943 in 2020. SSI recipients that are solely dependent on this source of income have difficulty finding housing.

The City has two affordable senior housing developments. In 2003, USA Properties Fund, Inc. developed Vintage Willow Creek—a 184-unit housing development for low- and very low-income persons of 55 years or older. Creek View Manor, built by Mercy Housing in 2007, is a 138-unit affordable senior housing project located adjacent to Mercy Hospital in Folsom. The housing project offers cottage and apartment-style units, as well as a community center, for low- and very low-income persons who are 55 years or older.

These affordable senior housing projects meet some of the need for senior housing. Some of Folsom’s low-income seniors also live at Mercy Village and Folsom Gardens, two affordable housing developments in Folsom that each have long waiting lists. In addition, the mobile home parks continue to serve as the primary source of affordable housing for Folsom seniors.

Other housing types that are increasingly meeting the needs of seniors are accessory dwelling units (ADUs) and multi-generational housing units. An ADU, often referred to as a granny flat, is an additional self-contained living unit, either attached to or detached from the primary residential unit on a single lot. ADUs are smaller, more affordable units that can provide housing for elderly residents. They can also provide supplemental income for homeowners, allowing the elderly to remain in their homes. Multi-generational units are single-family homes that are built with a separate, attached living space, or suite, that allows elderly family members to reside in the same home. The Housing Element contains policies and programs to encourage new ADUs and multigenerational housing units to be built in Folsom.

The City also has a program to assist senior homeowners, who often face the problem of maintaining their homes. Folsom’s Seniors Helping Seniors program is designed to assist those seniors who do not have the financial resources to make necessary home repairs related to health and safety. Examples of the types of repairs made include repairing leaky faucets, installing grab bars, and replacing broken windows.

2.2.2 PERSONS WITH DISABILITIES, INCLUDING DEVELOPMENTAL DISABILITIES

According to the 2014-2018 American Community Survey five-year estimate, there are 5,859 people, or 8.2 percent of the civilian non-institutionalized population age 5 or older, in Folsom that have a disability. As shown in Table C-24, 5 percent (2,144 persons) of Folsom residents aged 18 to 64 (43,224 persons) in 2018 had a disability, which was less than Sacramento County (10 percent) and California (8 percent). Ambulatory and cognitive disabilities were the most common types of disabilities in Folsom.

TABLE C-24: DISABILITY STATUS & TYPES OF DISABILITIES FOR CIVILIAN NONINSTITUTIONALIZED POPULATION AGE 18 TO 64 YEARS, 2018						
	Folsom		Sacramento County		California	
	Number	Percent	Number	Percent	Number	Percent
Total Persons	43,224	100.0%	934,190	100.0%	24,374,529	100.0%
Total Persons with a disability	2,144	5.0%	93,440	10.0%	1,971,981	8.0%
Hearing Difficulty	401	18.7%	16,310	17.5%	365,440	18.5%
Vision Difficulty	453	21.1%	16,143	17.3%	378,142	19.2%
Cognitive Difficulty	1,003	46.8%	42,983	46.0%	848,097	43.0%
Ambulatory Difficulty	954	44.5%	43,066	46.1%	910,628	46.2%
Self-care Difficulty	394	18.4%	18,391	19.7%	377,584	19.1%
Independent Living Difficulty	823	38.4%	37,910	40.6%	742,808	37.7%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-year estimates, Table S1810.

Table C-25 shows the employment levels of persons with disabilities age 18 to 64 in Folsom, Sacramento County, and California in 2018. The majority of persons with disabilities in Folsom are not in the labor force (62.7 percent).

TABLE C-25: EMPLOYMENT STATUS OF NONINSTITUTIONALIZED POPULATION WITH DISABILITIES, AGE 18 TO 64 YEARS, 2018						
	Folsom		Sacramento County		California	
	Number	Percent	Number	Percent	Number	Percent
Total Persons with Disability	2,144	100.0%	93,440	100.0%	1,971,981	100.0%
Employed with Disability	764	35.6%	29,910	32.0%	696,709	35.3%
Unemployed with Disability	36	1.7%	6,034	6.5%	115,207	5.8%
Not in Labor Force with Disability	1,344	62.7%	57,496	61.5%	1,160,065	58.8%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-year estimates, Table C18120.

Developmental Disabilities

State housing element law requires an evaluation of the special housing needs of persons with developmental disabilities. A "developmental disability" is defined as a disability that originates before an individual becomes 18 years old, continues or can be expected to continue indefinitely, and constitutes a substantial disability for that individual. This includes mental retardation, cerebral palsy, epilepsy, and autism.

As shown in Table C-24, the 2014-2018 American Community Survey estimates that 1,003 Folsom residents have a cognitive difficulty, which comprises 46.8 percent of disabilities in the city. According to the California Department of Developmental Services, as of June 2020, 582 Folsom residents received services for developmental disabilities.¹ Of those receiving services, approximately 96 percent live in the home of a parent, family, or guardian, while only approximately 4 percent reside in independent/supported living. Many developmentally disabled persons are able to live and work. However, more severely disabled individuals require a group living environment with supervision, or an institutional environment with medical attention and physical therapy.

The California Department of Development Services reports that as of June 2020, in Folsom, 60.7 percent of those receiving services were aged 17 years or younger and 39.3 percent were aged 18 or older. Because developmental disabilities exist before adulthood, the first housing issue for the developmentally disabled is the transition from living with a parent/guardian as a child to an appropriate level of independence as an adult.

Housing Needs

Persons with disabilities in Folsom have different housing needs depending on the nature and severity of the disability. Physically-disabled persons generally require modifications to their housing units such as wheelchair ramps, elevators or lifts, wide doorways, accessible cabinetry, and modified fixtures and appliances. If a disability prevents a person from operating a vehicle, then proximity to services and access to public transportation are particularly important. If a disability prevents an individual from working or limits income, then the cost of housing and the costs of modifications are likely to be even more challenging. Those with severe physical or mental disabilities may also require supportive housing, nursing facilities, or care facilities. In addition, many persons with disabilities rely solely on Social Security Income, which is insufficient for market rate housing.

While there are no special affordable housing projects designed exclusively for persons with disabilities in Folsom, the City adopted a Reasonable Accommodation Ordinance in 2011 to facilitate equal access to housing for persons with disabilities and remove barriers for people with disabilities to live in the community. In addition, the City has adopted the 2019 CALGreen Code and 2019 California Building Code including Title 24 regulations dealing with accessibility for persons with disabilities. Thus, newer multi-family housing will at least meet minimum standards for disabled access.

¹ Based on residents in the 95630 zip code which currently covers all of the occupied areas of Folsom.

2.2.3 LARGE FAMILIES/HOUSEHOLDS

HUD defines a large household or family as one with five or more members. Table C-26 below shows the number and share of large households in Folsom, Sacramento County, and California in 2018. As shown in the table, in 2018, 8.4 percent of all households in Folsom had five or more persons. Of these large households, 1,762 were owner households and 524 were renter households. The proportion of large households in Folsom was less than that of both Sacramento County (12.1 percent) and California (14 percent).

Large families may have specific needs that differ from other families due to income and housing stock constraints. The most critical housing need of large families is access to larger housing units with more bedrooms than a standard three-bedroom dwelling. Multifamily rental housing units typically provide one or two bedrooms and not the three or more bedrooms that are required by large families. As a result, large families that are unable to rent single family houses may be overcrowded in smaller units.

TABLE C-26: LARGE HOUSEHOLDS, 2018						
	Folsom		Sacramento County		California	
	Households	Percent	Households	Percent	Households	Percent
OWNER-OCCUPIED						
Less than 5 persons	17,347	90.8%	263,875	87.9%	6,120,370	86.4%
5+ persons	1,762	9.2%	36,207	12.1%	965,065	13.6%
Total	19,109	100.0%	300,082	100.0%	7,085,435	100.0%
Persons per household	2.77	—	2.82	—	3.01	—
RENTER-OCCUPIED						
Less than 5 persons	7,652	93.6%	207,038	87.7%	5,034,903	85.6%
5+ persons	524	6.4%	28,909	12.3%	845,097	14.4%
Total	8,176	100.0%	235,947	100.0%	5,880,000	100.0%
Persons per household	2.27	—	2.70	—	2.90	—
ALL HOUSEHOLDS						
Less than 5 persons	24,999	91.6%	470,913	87.9%	11,155,273	86.0%
5+ persons	2,286	8.4%	65,116	12.1%	1,810,162	14.0%
Total	27,285	100.0%	536,029	100.0%	12,965,435	100.0%
Persons per household	2.62	—	2.77	—	2.96	—

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-year estimates, Table B25009 and B25010.

2.2.4 SINGLE-HEADED HOUSEHOLDS WITH CHILDREN

According to the U.S. Census Bureau, a single-headed household contains a household head and at least one dependent, which could include a child, an elderly parent, or non-related child. As shown in Table C-27, there were 2,132 single-headed households with children, comprising 7.8 percent of total households, at the time of the 2014-2018 American Community Survey. Approximately two-thirds of these households are single-female households, which make up 5.2 percent of all households in Folsom. Single male-headed households make up approximately 33 percent of all single-headed households, and 2.6 percent of all households in the city. The percentage of single-headed households, both male- and female-headed, is low compared to the county and state.

TABLE C-27: SINGLE-PARENT HOUSEHOLDS, 2018						
	Folsom		Sacramento County		California	
	Number	Percent	Number	Percent	Number	Percent
Total Households	27,285	100.0%	536,029	100.0%	12,965,435	100.0%
Single female households with children	1,429	5.2%	44,898	8.4%	1,006,277	7.8%
Single male households with children	703	2.6%	16,360	3.1%	410,505	3.2%
Total single-headed households with children	2,132	7.8%	61,258	11.4%	1,416,782	10.9%

Source: U.S. Census Bureau, 2014-2018 American Community Survey Table S1101.

Because they generally have only one potential wage earner, single-headed households often have more difficulty finding adequate, affordable housing than families with two adults. Also, single-headed households with small children may need to pay for childcare, which further reduces disposable income. This special needs group will benefit generally from expanded affordable housing opportunities. More specifically, the need for dependent care also makes it important that housing for single-headed families be located near childcare facilities, schools, youth services, medical facilities, or senior services.

2.2.5 FARMWORKERS

The city of Folsom is not an agricultural community. The 2014-2018 American Community Survey reported that 122 individuals were employed in the agricultural, forestry, fishing, and hunting industry. However, the survey did not report specifically on whether these individuals were seasonal laborers, farm or ranch owner-operators, or “hobby” farmers. Since there are no large agricultural operations nearby that would attract a substantial seasonal farmworkers population, there is no identifiable need for farmworker housing in Folsom.

However, it should be noted that agriculture is prevalent in other areas of Sacramento County. According to data from the U.S. Department of Agriculture, in 2017 there were 349 farms in the county employing 4,769 agricultural workers. There are 26 employee housing facilities in the county housing 974 employees. Most of the farmland is within the southern portion of the county, near Sloughouse, Rancho Murrieta, and in the Delta region.

2.2.6 HOMELESS PERSONS

Sacramento Steps Forward is the lead agency for the HUD Continuum of Care (CoC) program in Sacramento County. Sacramento Steps Forward provides point-in-time counts of sheltered and unsheltered homeless persons every two years. The most recent point-in-time count from January 2019 identified 17 unsheltered homeless individuals in Folsom and 5,570 individuals throughout Sacramento County. However, the true size of the homeless population in Folsom is difficult to estimate because there are a limited number of formal homeless shelters or other facilities such as daytime drop-in service centers where homeless persons would be attracted and their numbers could be more easily counted. The Folsom Police Department has tracked approximately 50 individuals experiencing homelessness in Folsom. Service providers in Folsom say the homeless population in the city fluctuates, but they estimate it is closer to 70 individuals.

Folsom Service Providers

There are several homeless population service providers in Folsom including Twin Lakes Food Bank, St. Vincent de Paul, HART of Folsom (HART), and Powerhouse Ministries. Twin Lakes Food Bank provides on-site grocery distribution, grocery delivery for seniors, and holiday food drives. St. Vincent de Paul (Helping Hands) provides clothing and linens. HART and Powerhouse Ministries offer shelters, housing, mentorship programs, and other services for homeless.

HART of Folsom

In September 2016, the Folsom Police Department collaborated with various faith communities to propose a Folsom Faith and Homeless Initiative. Through this effort, HART was officially founded in July 2017. Also, during this time, the City entered into a contract with Sacramento Self Help Housing (SSHH) to provide a new homeless specialist (Navigator) for the city. HART works closely with the SSHH Navigator, the Folsom Police Department, and other organizations to provide resources and services to the homeless population.

HART provides emergency and transitional housing as well as mentoring and resource connections for homeless individuals. HART currently has a four-bedroom house and trailer with capacity to provide transitional housing for up to 8 individuals. HART primarily serves single adults and is not equipped to take in families with children. HART continues to seek opportunities to expand transitional housing services through master lease agreements with the Sacramento Self-Help Housing. In addition, HART coordinates with host churches to provide emergency shelter to individuals during the winter months (generally December through March). As required by the City's Municipal Code, emergency shelters accessory to religious facilities are limited to 20 beds. In 2020, HART provided emergency shelter from December 15, 2019, through March 7, 2020, with an average of 11 guests per night and the highest number of guests at 19. During the 2019/2020 winter, HART provided emergency shelter services to a total of 68 individuals over 84 nights. Most individuals spent between 2 and 14 nights at the shelter. Of the individuals served during the 2019/2020 winter shelter, 3 individuals moved into transitional housing and 2 individuals moved into permanent housing.

Powerhouse Ministries

In 2004 Powerhouse Ministries, a local faith-based organization, opened Powerhouse Transition Center (now known as the Powerhouse Transformation Center), Folsom's first transitional housing for homeless individuals. The Transformation Center, which was relocated to the organization's Wales Drive location, is currently (December 2020) being expanded to accommodate up to 40 women and children at a time and offers lodging, showers, and three daily meals. The Transformation Center provides a low-barrier, emergency shelter as well as transitional housing to women over the age of 18 and to single mothers with up to four children. Emergency shelter services are provided up to five months, at which time individuals have the option of applying to the transitional housing program. The transitional housing program is approximately 18 months in duration. Clients attend counseling and classes, and a case manager is assigned to each individual to help them transition to independent living. Both the emergency shelter and transitional housing programs are housed at the Transformation Center. As of December 2020, the center is being expanded to provide 20 shelter beds and 20 transitional housing beds anticipated for completion in Spring 2021.

In addition, Powerhouse Ministries Community Care Center, located at the Market Street drop-in center, provides other additional services, including utility assistance, rent and mortgage assistance, assistance locating affordable housing, medical services and grants for prescriptions, drug and alcohol recovery, legal assistance, and many other social services.

The organization currently serves a total 2,150 individuals experiencing or at-risk of homelessness through its variety of programs. Powerhouse Ministries estimates, approximately 120 of the individuals served are experiencing or at risk of homelessness and 4 are currently in transient housing. Although the number of people living on the streets has increased, more often, homeless individuals are crowding into housing, and living house-to-house.

Need for Emergency Shelters

Assembly Bill 139, passed in 2019, requires that housing elements address the need for emergency shelters. The City's housing element must assess the need for emergency shelter based on the capacity necessary to accommodate the most recent homeless point-in-time count, the number of shelter beds available on a year-round and seasonal basis, the number of beds that go unused on an average monthly basis, and the percentage of those in emergency shelters that move to permanent housing. The most recent homeless point-in-time count (2019) identified 17 unsheltered individuals residing in Folsom, 0.4 percent of the County's unsheltered population. In addition, to the unsheltered individuals included in the point-in-time count, approximately 30 individuals were in emergency shelters on the night of the latest point-in-time count.

As discussed above, Powerhouse Ministries is expanding its facility to provide 20 emergency shelter beds. In addition, HART of Folsom, facilitates overnight emergency shelter services accommodating a maximum of 20 beds from mid-December through March. Based on the most recent point-in-time count and the approximate number of sheltered individuals on the night of the point-in-time count, a minimum of 47 emergency shelter beds would be required to meet the needs of the City's unsheltered population. However, HART, as well as other service providers, estimates that the City's unsheltered population is approximately 70 individuals, much higher than the current point-in-time count indicates. The need for emergency shelter beds likely exceeds the need indicated by the point-in-time count. The City recognizes the need for additional emergency shelter facilities and encourages, through the Zoning Ordinance amendment, the development of emergency shelters. Section 3.3, "Resource Inventory" describes the vacant sites that are zoned to allow emergency shelters by-right. As demonstrated in that analysis, the City's capacity to accommodate emergency shelters exceeds the need described above.

Service Needs of People Experiencing Homelessness

The circumstances of people in need of assistance can vary widely. There is a need for many different types of shelter solutions for the homeless and those at risk of becoming homeless. Historically, many social service organizations and resources have been located in other parts of Sacramento County, particularly in the City of Sacramento.

According to homeless service providers, a number of homeless persons face drug addiction and mental health conditions and need services to overcome these challenges. Although drug and mental health services are available to homeless persons in the County, these services are not located in Folsom and individuals have to commute long distances, often via bus or light rail, to access support services. Service providers also expressed a need for job and career services. Homeless individuals are able to access computers at the Folsom Public Library, but no career/job centers are available in Folsom to assist persons with job applications and hiring processes. Increasing transportation to services within the county and/or bringing satellite services into Folsom could assist homeless persons in accessing such services. In addition, an increase in CDBG, HOME, or other funding sources could be used by the City to support partnerships with nonprofits or other service providers.

In addition to services, one of the greatest challenges faced by homeless persons is the lack of affordable housing available in Folsom. Many homeless persons are long-time Folsom residents and want to remain in Folsom near family, friends, and other support groups. Increasing the availability of affordable housing in Folsom would help to bring homeless persons into permanent housing.

2.2.7 EXTREMELY LOW-INCOME HOUSEHOLDS

Extremely low-income households are defined as households with incomes under 30 percent of the county's median income. Extremely low-income households typically consist of minimum wage workers, seniors on fixed incomes, and persons with disabilities. This income group is likely to live in overcrowded and substandard housing conditions. In Folsom, a household of three with an income of \$23,350 in 2020 would qualify as an extremely low-income household.

Table C-28 below shows the number of extremely low-income households and their housing cost burden in Folsom, Sacramento County, and California in 2016. The data shows that while Folsom had a much smaller share of extremely low-income households (5.8 percent) than the county (16.3 percent) and state (16.2 percent), a slightly higher percentage of the city's extremely low-income households had a severe cost burden compared to the county and state.

The City of Folsom has programs in place that serve extremely low-income households. The City has partnered with Sacramento Housing and Redevelopment Agency (SHRA) to issue Housing Choice Vouchers, which provide rental assistance to extremely low-income households. The City operates the Seniors Helping Seniors Home Repair Program, which provides grants to lower-income homeowners for mobile home and single family home repairs. This program supports seniors on fixed incomes and is an important program for maintaining the existing supply of affordable housing. The City's Housing Fund also allows the City to grant funds to projects for extremely low-income households. The City's Housing Funds were recently used to fund 18 extremely low-income units included in the Talavera Ridge, Bidwell Place, and Parkway Apartments projects. As described in the constraints analysis, the City's zoning code allows single-room occupancy (SRO) housing by-right in the C-2 zone and with a CUP in the C-3 zone and R-4 zone. SROs are a potential source of housing for extremely low-income households.

TABLE C-28: HOUSING COST BURDEN OF EXTREMELY LOW-INCOME HOUSEHOLDS, 2016

	Folsom			Sacramento County			California		
	Owners	Renters	Total	Owners	Renters	Total	Owners	Renters	Total
Number of Extremely Low-Income Households	640	890	1,530	20,605	65,345	85,950	555,360	1,520,405	2,075,765
Percent of Total Households	2.4%	3.4%	5.8%	3.9%	12.4%	16.3%	4.3%	11.9%	16.2%
Number w/ cost burden > 30%	485	740	1,215	15,445	53,605	69,040	406,695	1,233,725	1,640,420
Percent w/ cost burden > 30%	75.8%	83.1%	79.4%	75.0%	82.0%	80.3%	73.2%	81.1%	79.0%
Number w/ cost burden > 50%	440	695	1,130	12,955	46,620	59,570	334,020	1,047,760	1,381,780
Percent w/ cost burden > 50%	68.8%	78.1%	73.9%	62.9%	71.3%	69.3%	60.1%	68.9%	66.6%

Source: HUD, *Comprehensive Housing Affordability Strategy (CHAS) Database, 2006-2016*.

2.3 Fair Housing

Assembly Bill 686, signed in 2018, requires each city or county to take actions to overcome patterns of segregation, address disparities in housing needs and access to opportunity, and foster inclusive communities. Housing elements must now include an assessment of fair housing practices, examine the relationship of available sites to areas of high opportunity, identify and prioritize contributing factors to fair housing issues, and include actions to affirmatively further fair housing (AFFH).

2.3.1 ASSESSMENT OF FAIR HOUSING ISSUES

This section examines existing conditions and demographic patterns in Folsom including integration and segregation, concentrated areas of poverty, areas of low and high opportunity, and disproportionate housing needs. The analysis is provided at both a local and regional level, describing settlement patterns across the region, as well as local data and knowledge, and other relevant factors. This analysis is used to identify and prioritize contributing factors that inhibit fair housing in Folsom.

The information in this section is partly from the Analysis of Impediments to Fair Housing Choice (AI) report, prepared for the Sacramento Valley Fair Housing Collaborative in February 2020. The AI assessed fair housing in cities and unincorporated jurisdictions of Placer, Sacramento, and Yolo counties, including the City of Folsom. Folsom is a CBDG non-entitlement jurisdiction; therefore, HUD does not report data specific to Folsom, and results in the AI specific to Folsom are limited. Folsom specific data from the American Community Survey and the HCD AFFH Data and Mapping Resources Tool has also been included where available.

Fair Housing Enforcement and Outreach

Fair housing complaints can be used as an indicator to identify characteristics of households experiencing discrimination in housing. Pursuant to the California Fair Employment and Housing Act [Government Code Section 12921 (a)], the opportunity to

seek, obtain, and hold housing cannot be determined by an individual's "race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, veteran or military status, genetic information, or any other basis prohibited by Section 51 of the Civil Code."

Fair housing issues that may arise in any jurisdiction include but are not limited to:

- housing design that makes a dwelling unit inaccessible to an individual with a disability;
- discrimination against an individual based on race, national origin, familial status, disability, religion, or sex when renting or selling a housing unit; and
- disproportionate housing needs including cost burden, overcrowding, substandard housing, and risk of displacement.

The City primarily works with the County of Sacramento to conduct outreach related to fair housing. The following resources are available to Folsom residents.

- **The Renters Helpline:** A telephone hotline that provides telephone counseling and mediation services for residents of Sacramento County to help resolve a housing crisis or dispute. The program counselors deal directly with concerns regarding landlord-tenant disputes and help refer fair housing issues to the appropriate agency. Data from the Renter's Helpline shows a total of eight calls received between April 2020 and February 2021 from Folsom residents. These calls were primarily from extremely low income non-Hispanic White tenants (7 individuals) with the remaining individuals identifying as White and Hispanic (1 individual). Sixty-three percent of the calls (or 5 calls) were related to complaints regarding a person with a disability and a reasonable accommodation request. Other calls were related to extending time to stay in unit due to COVID-19 and preferential treatments based on familial status.
- **Website Outreach:** The City provides fair housing resources on the City website and directs residents to appropriate agencies and resources for fair housing assistance.
- **Fair Housing Seminar:** The City hosted an Essentials of Fair Housing Seminar in June 2019 to help rental owners and property managers understand and comply with state and federal fair housing laws that prevent housing discrimination.
- **Code Enforcement:** Historically, code enforcement does not receive or process specific fair housing complaints in regard to the type of housing offered or not offered; however, the Code Enforcement Division will receive some rental housing complaints regarding the general lack of maintenance or dilapidation. On average, this would be less than 5 percent of the City's annual case load and all cases are investigated and brought into compliance. The goal of code enforcement is to help the community improve the quality of life and ensure the health and safety of all Folsom residents.

Housing Element Community Outreach

As discussed in Section 1.5, Public Participation, the City implemented a number of methods to receive input on housing needs and strategies. The City conducted targeted outreach to various stakeholders, including representatives of people with disabilities and the homeless, affordable housing developers, and advocates. The City also solicited input from the broader community through a community survey. Survey results generally pointed to concerns about building more housing, particularly multifamily and

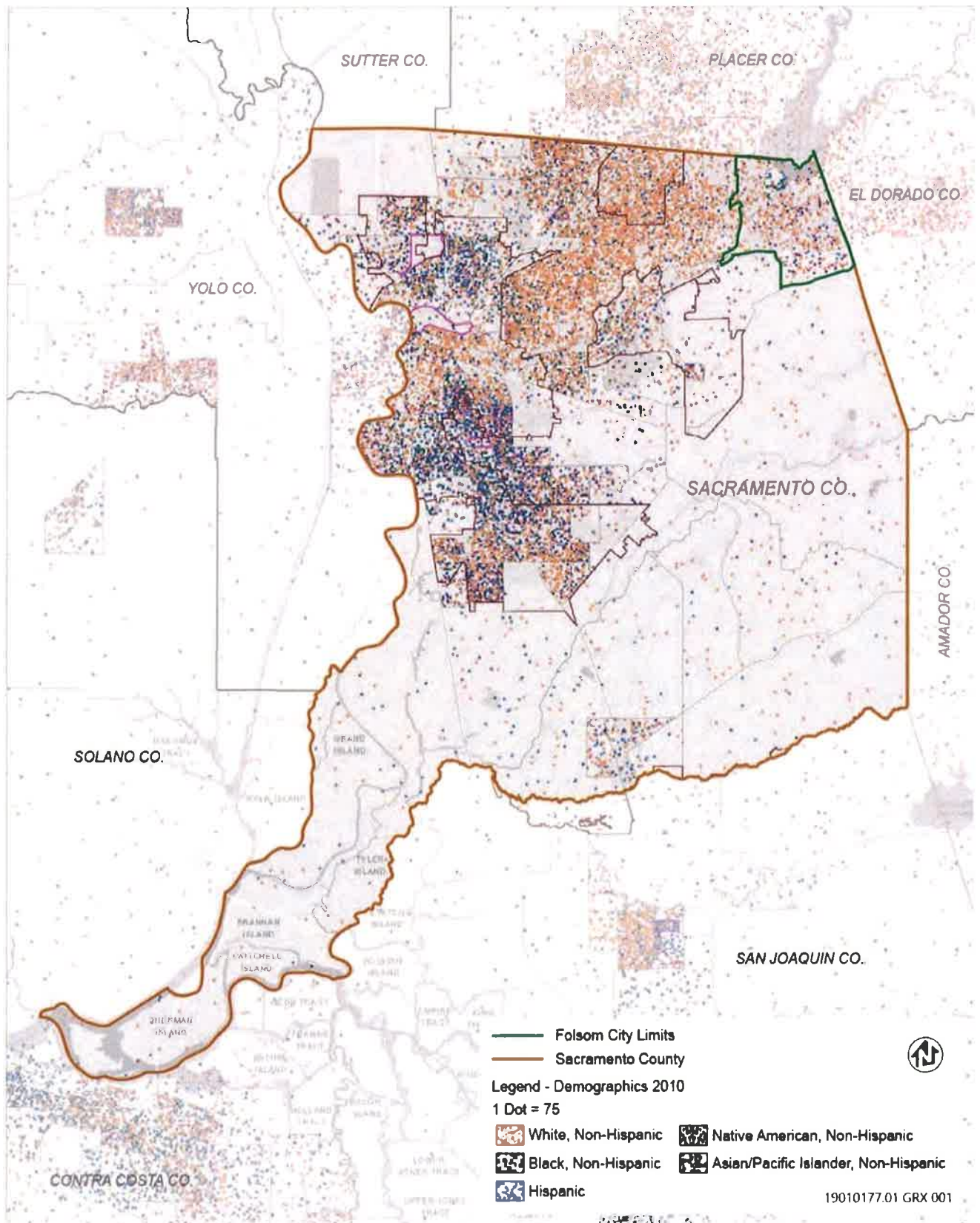
lower-income housing. In addition to outreach conducted for the Housing Element, the Sacramento Valley Fair Housing Collaborative conducted targeted outreach through focus groups and a community survey as part of research for the Regional AI. The City also supported this outreach by promoting the survey on the City's website.

Integration and Segregation Patterns and Trends

Overview of Racial and Ethnic Characteristics

The Sacramento Valley region has become more diverse in recent decades and has higher shares of Hispanic and Asian residents than the national average. In 2017, non-Hispanic White residents made up 55.7 percent of the population within the region, compared to 73 percent in 1990. Figure C-8 shows the racial and ethnic distribution in the Sacramento Region as of 2010.

FIGURE C-8: SACRAMENTO RACIAL AND ETHNIC DISTRIBUTION



Source: HUD Data Exchange AFFH Map Tool



Folsom and several other suburbs east of Sacramento are less diverse than the region as a whole; however, the diversity in Folsom has grown in the past decade (see Figure C-9). In 2010, residents who identified as a race or ethnicity other than non-Hispanic White comprised 25.8 percent of the Folsom population (not including persons in correctional facilities). In 2019, they comprised 33.6 percent of the total population (see Table C-29 below). Specifically, the Asian American community made the largest demographic gains over the past decade rising from 12.9 percent of the population in 2010 to 17.3 percent in 2019. However, Folsom’s Black community has decreased from 1.9 percent of the population in 2010 to 0.9 percent in 2019. This data suggests that the city lost about half of the it’s Black residents over the past decade.

Furthermore, the Sacramento Valley AI found a higher share of the Folsom population is foreign-born than the regional average, at 16 percent. There are a large number of Spanish, Chinese, and Hindi speakers in Folsom. No Hispanic majority or non-majority census tracts are located within Folsom, with the exception of Folsom State Prison. However, according to census data, several pockets of the city have higher Asian populations (20 percent or greater) and lower Non-Hispanic White populations (60 percent or lower) than Folsom as a whole.

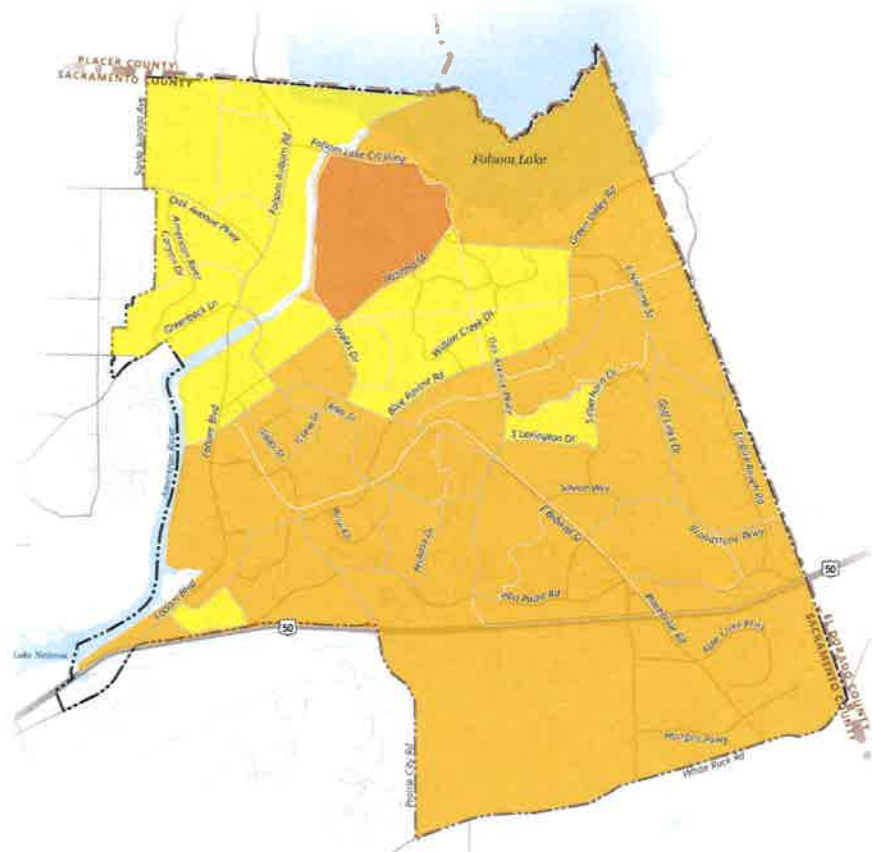
TABLE C-29: FOLSOM POPULATION BY RACE AND ETHNICITY, 2010-2019								
Racial/Ethnic Category	2010 Total Population		2010 (Not Including Persons in Group Homes)		2019 Total Population		2019 (Not Including Persons in Group Homes)	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White (non-Hispanic)	46,047	66.7%	45,098	74.2%	48,328	61.8%	49,540	66.4%
Black	5,022	7.3%	1,146	1.9%	2,565	3.3%	685	0.9%
American Indian and Alaska Native	298	0.4%	189	0.3%	261	0.3%	295	0.4%
Asian	8,221	11.9%	7,826	12.9%	13,198	16.9%	12,904	17.3%
Native Hawaiian and Other Pacific Islander	377	0.5%	314	0.5%	368	0.5%	225	0.3%
Other ¹	1,202	1.8%	1,873	3.1%	3,913	5.0%	3,901	5.2%
Hispanic (of any race)	7,901	11.4%	4,370	7.2%	9,526	12.2%	7,113	9.5%
Total	69,068	100.0%	60,816	100.0%	78,159	100.0%	74,663	100.0%

Notes: ¹Includes “other” racial category and “two or more races”

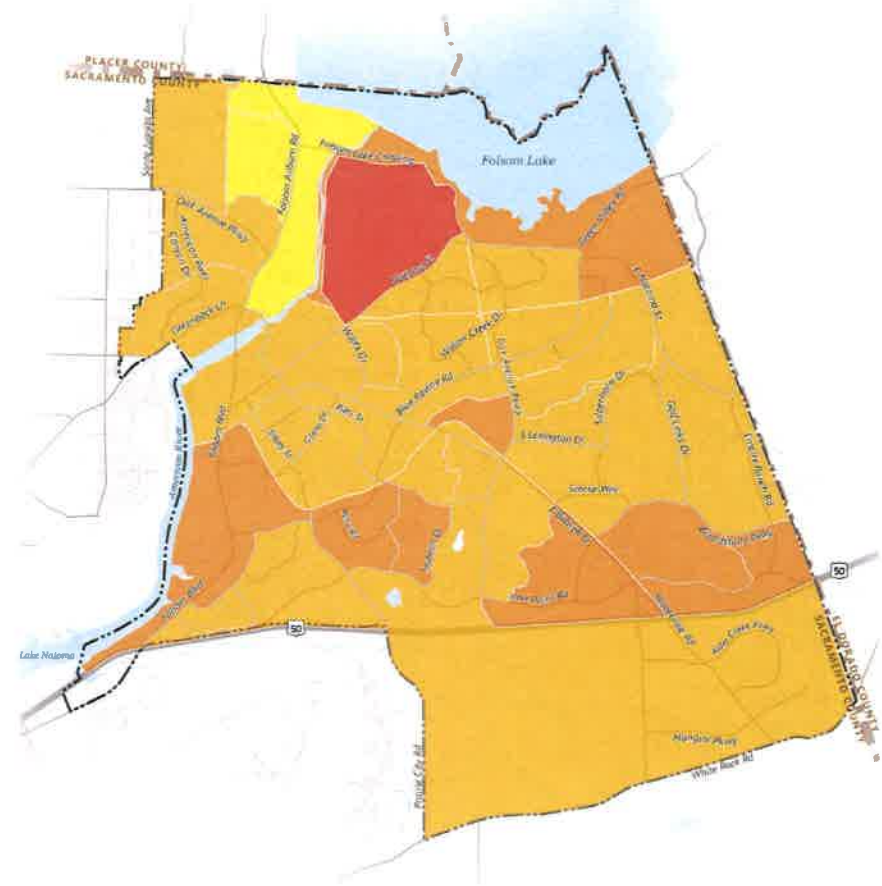
Source: U.S. Census Bureau, 2006-2010 and 2015-2019 American Community Survey 5-Year Estimates, Tables B11002B - B11002I, and DP05.

FIGURE C-9: RACIAL DEMOGRAPHICS, CITY OF FOLSOM, 2010 AND 2018

Racial Demographics in Folsom 2010



Racial Demographics in Folsom 2018



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Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-year estimates. California Department of Housing and Community Development AFFH Data and Mapping Tool.

Persons with a Disability

In 2019, Folsom had fewer residents with disabilities (7.6 percent) compared to Sacramento County (11.8 percent) and California (10.6 percent). Figure C-10 shows the population of persons with a disability by census tract in the city using American Community Survey data from 2015-2019. The map shows the northwestern area of the city has the greatest proportion of persons with a disability than any other area of the city, which correlates with a larger population of older residents and lower income households residing in the area, as discussed later in this section.

Population by Familial Status

As shown earlier in Table C-5, The proportion of family households in Folsom (71.5 percent) is larger than the proportion of family households in Sacramento County (66.3 percent) and California (68.8 percent) (see Figure C-11).

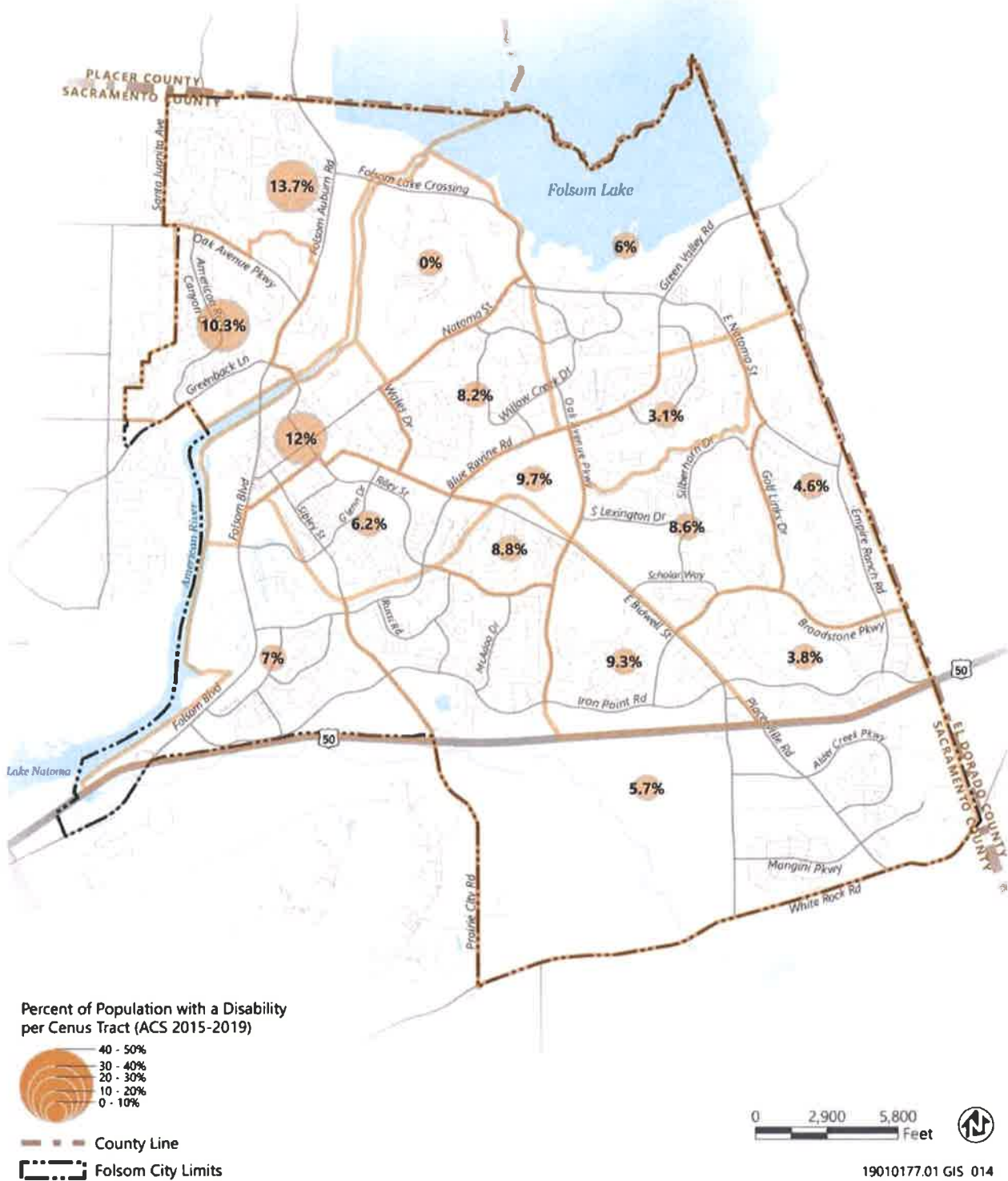
Compared to the rest of the Sacramento region, Folsom has a lower proportion of single parent households (13 percent), particularly fewer single mothers (see Figure C-12). As discussed in Section 2.2.4, Single-Headed Households with Children, single headed households typically only have one potential wage earner and often have more difficulty finding adequate affordable housing than families with more than one source of income. Although the low proportion of single female-headed households does not indicate a distinct fair housing issue, this trend could be a result of the limited supply of housing in Folsom that is affordable for single-headed, one-income households with children.

Distribution of Population by Income Level

Figure C-13 below shows the geographic distribution of median household income by block groups in Folsom. Within the city, households with higher incomes live in the eastern areas specifically along Empire Ranch Road and in the Broadstone neighborhood. Lower-income households are generally located along the northern portion of the East Bidwell corridor, Folsom Auburn Road, and Greenback Lane.

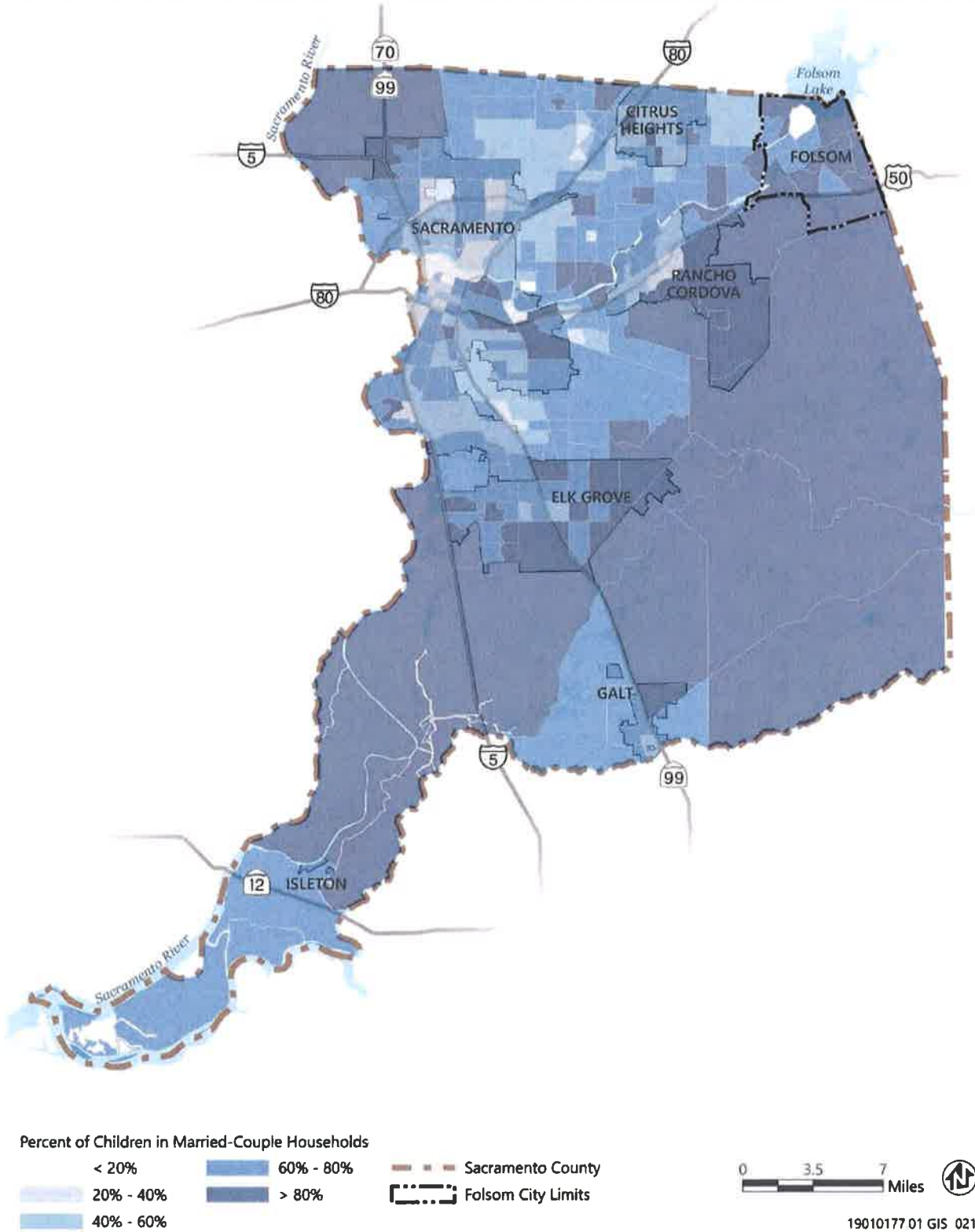
Compared to the region, there is a higher proportion of wealthier households in Folsom. As discussed in Section 2.1.1, Household Income, 54.5 percent of Folsom households in 2018 earned more than \$100,000 per year compared to 30.1 percent in the county and 35.5 percent in the state. Although there are some areas of the city with lower income levels, the city is generally more affluent than the region.

FIGURE C-10: POPULATION WITH A DISABILITY BY CENSUS TRACT, CITY OF FOLSOM, 2015-2019



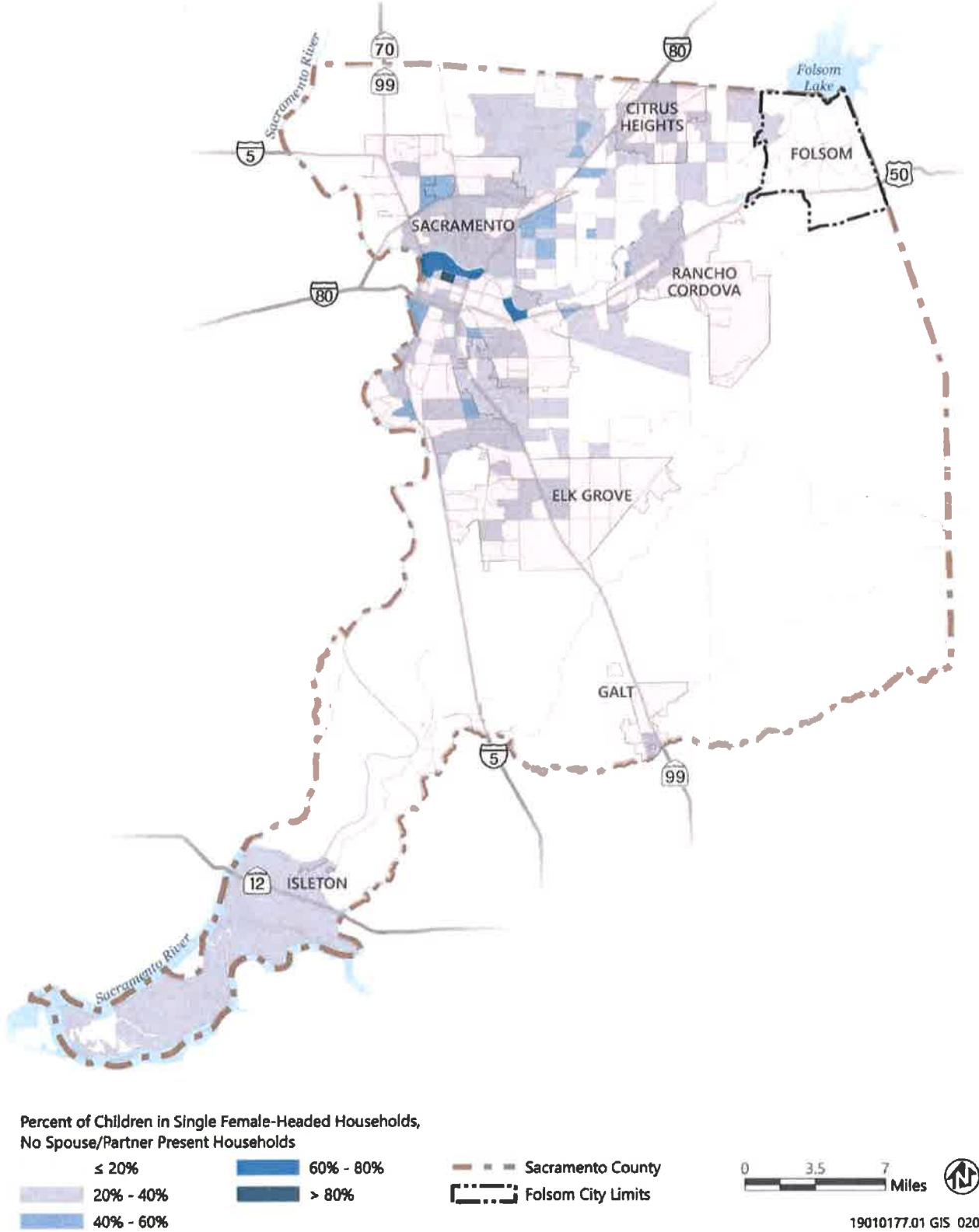
Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-year estimates. California Department of Housing and Community Development AFFH Data and Mapping Tool.

FIGURE C-11: PERCENT OF CHILDREN IN MARRIED-COUPLE HOUSEHOLDS, SACRAMENTO REGION, 2015-2019



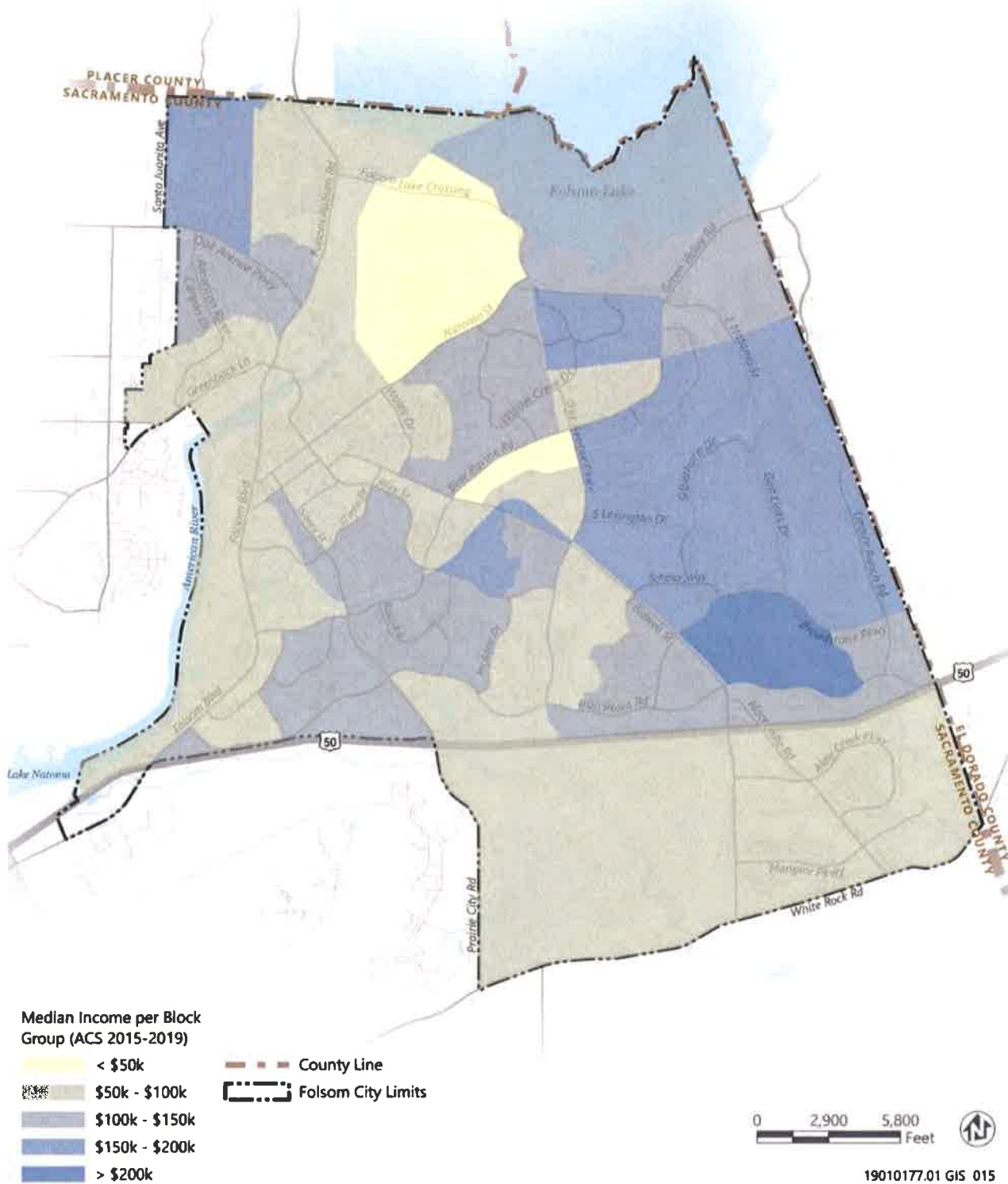
Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-year estimates. California Department of Housing and Community Development AFFH Data and Mapping Tool.

FIGURE C-12: PERCENT OF CHILDREN IN SINGLE-FEMALE HEADED HOUSEHOLDS, SACRAMENTO REGION, 2015-2019



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-year estimates. California Department of Housing and Community Development AFFH Data and Mapping Tool.

FIGURE C-13: DISTRIBUTION OF MEDIAN INCOME, CITY OF FOLSOM, 2015-2019



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-year estimates. California Department of Housing and Community Development AFFH Data and Mapping Tool.

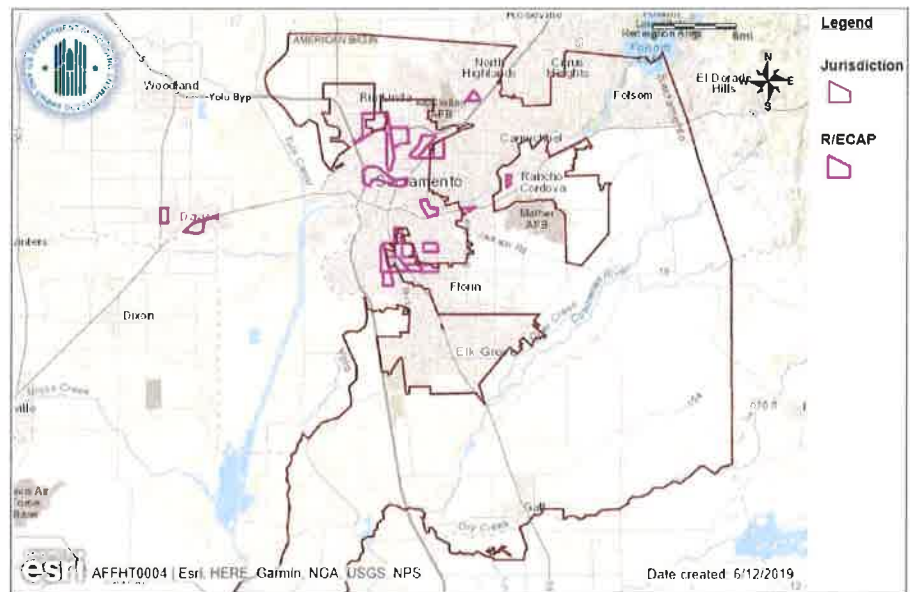
Racially or Ethnically Concentrated Areas of Poverty

Racially or Ethnically Concentrated Areas of Poverty (R/ECAP) are neighborhoods in which there are both racial concentrations and high poverty rates. HUD defines R/ECAPs as census tracts with:

- a non-White population of 50 percent or more (majority-minority) or, for non-urban areas, 20 percent, AND a poverty rate of 40 percent or more; OR
- a non-White population of 50 percent or more (majority-minority) AND the poverty rate is three times the average poverty rate for the county, whichever is lower.

As shown in Figure C-14, HUD identifies 22 R/ECAPs in the Sacramento Valley region. The majority of these areas are located in the cities of Sacramento, Rancho Cordova, and Davis. No R/ECAPs were identified within the city of Folsom.

FIGURE C-14: R/ECAPS IN THE SACRAMENTO REGION



Source: HUD Data Exchange AFFH Map Tool and Root Policy Research

Racially Concentrated Areas of Affluence

Racially or Ethnically Concentrated Areas of Affluence (RCAAs) are neighborhoods in which there are both racial concentrations and high household income rates. According to *The Declining Significance of Race: Blacks and Changing American Institutions* by William Wilson (1980), RCAAs can be defined as census tracts where 1) 80 percent or more of the population is non-Hispanic White and 2) the median household income is \$125,000 or greater (slightly more than double the national median household income in 2016). However, most median household incomes for communities in California are significantly higher than the national median income. Therefore, the median household income threshold of \$125,000 or greater is not appropriate for communities in California. Using data from the 2015-2019 American Community Survey, zero census tracts in Folsom meet RCAA criterion established in *The Declining Significance of Race: Blacks and Changing American Institution*. The closest areas identified as RCAAs under this criterion were in neighboring Granite Bay and El Dorado Hills.

Comparing the city to the surrounding region, Folsom has a greater presence of higher income levels and lower diversity than adjacent incorporated cities in the region. Additionally, the median household income in most census blocks on the eastern side of the city is over \$150,000. The median household income of one census block, located in the Broadstone district, is over \$200,000. The median household income of these census blocks is significantly higher than the 2020 Sacramento area median income (\$86,300) and the 2020 State Median Income (\$87,100). As shown in Table C-4, non-Hispanic Whites make up 62 percent of the city's total population, significantly more than in Sacramento County (45 percent) and in California (38 percent). The predominately White racial composition of Folsom neighborhoods in comparison to the region, as well as significantly higher incomes in the eastern portion of the city indicate a local RCAA.

Access to Opportunity

Across the nation, the distribution of affordable housing has been disproportionately developed in minority neighborhoods with poor environmental conditions and high poverty rates, thereby reinforcing poverty concentration and racial segregation in low opportunity and low resource areas.

Several agencies have developed "opportunity indices" to assess and measure geographic access to opportunity, including HUD; the University of California at Davis, Center for Regional Change; and HCD in coordination with the California Tax Credit Allocation Committee (TCAC).

HUD provides several "opportunity indices" to assess and measure access to opportunity in a variety of areas, including education, poverty, transportation, and employment. Folsom neighborhoods (census tracts) scored significantly higher than the Sacramento Valley region on HUD opportunity indices related to poverty, school proficiency, and labor market engagement. Opportunities related to job proximity, transit trips, and low-cost transportation in Folsom were similar to the Sacramento Valley region as a whole. There is no clear pattern of disparity associated with race or ethnicity and the locations of opportunity within the city; however, assessing access to opportunity in comparison to the region shows greater opportunity for Folsom residents.

HCD and TCAC prepare opportunity maps to determine areas with the highest and lowest resources. The TCAC/HCD Opportunity Maps are intended to display the areas, according to research, that offer low-income children and adults the best chance at economic advancement, high educational attainment, and good physical and mental health. Each census tract or block group is given a score for each indicator (i.e., education, economic, and environmental) ranging from 0 (lowest opportunity) to 1 (highest opportunity). The primary function of TCAC is to oversee the Low Income Housing Tax Credit (LIHTC) Program, which provides funding to developers of affordable rental housing. The opportunity maps play a critical role in shaping the future distribution of affordable housing in areas with the highest opportunity. As shown in Figure C-15, the entire city of Folsom is considered a high or highest resource area for economic, educational, and environmental opportunities. Based on these assessments, access to opportunity is widely spread throughout the entire city with no significant disparities.

However, when assessed from a regional perspective, disparities in access to opportunity exist throughout the Sacramento Valley region. Sacramento suburbs located west of Folsom, particularly Rancho Cordova and Citrus Heights, have a significantly greater proportion of low resource areas.

Educational Opportunity

Educational opportunity is great in Folsom, the entire city has high education scores. Figure C-16 shows the education scores used in the TCAC/HCD composite opportunity mapping. As shown in the figure, all census tracts in Folsom have scores exceeding 0.75 indicating the most positive educational outcomes. Only one small area of the northwestern city has an education score between 0.50 and 0.75 indicating a slightly less positive educational outcome than the rest of the city. In comparison to the region, Folsom ranks similarly to Granite Bay and El Dorado Hills with higher education scores than Citrus Heights and Rancho Cordova.

Economic Opportunity and Jobs Proximity Index

In the context of economic opportunity, Folsom scored positively. Most of the city ranks greater than 0.75 indicating the most positive economic outcomes. The northwestern quadrant of the city had slightly lower economic scores than the rest of the city (between 0.50 and 0.75), but still positive. The lowest scoring census tract (shown in Figure C-17) is the tract with the Folsom State Prison. In comparison to the region, economic opportunity in Folsom is higher than in Citrus Heights or Rancho Cordova but similar to Granite Bay or El Dorado Hills.

The 2014-2017 HUD job proximity index quantifies the accessibility of a given neighborhood to all jobs within a core-based statistical area. Index ratings for Folsom (see Figure C-18) show the closest proximity to jobs in the southern areas of the city, and index scores generally decline for census tracts farther north from these employment clusters. In fact, there is one census tract on the far eastern end of the city with a job index ≤ 20 , which means that those residents have the furthest proximity to jobs. In comparison to the region, Folsom generally has greater job opportunity index scores than the neighboring cities of Granite Bay and Citrus Heights.

Environmental Health

TCAC and HCD measured environmental opportunity using the exposure, pollution burden, and environmental effect indicators used in California's Office of Environmental Health Hazard Assessment CalEnviroScreen 3.0 tool. CalEnviroScreen 3.0 is a statewide risk assessment tool that measures the cumulative impacts of multiple sources of pollution. Figure C-19 shows the environmental scores used to identify TCAC/HCD opportunity areas. Folsom scored relatively well for environmental outcomes. The southern city was found to have less positive environmental outcomes than the rest of the city, with a score less than 0.25. The neighborhoods on the west end of East Bidwell Street and along Iron Point Road also had lower environmental scores than other areas of the city (between 0.25 and 0.50). Environmental scores in Folsom are generally similar to the scores in the adjacent areas of northern Sacramento County; however, environmental outcomes are significantly more positive in the northeastern portion of the city.

FIGURE C-15: TCAC/HCD OPPORTUNITY AREA MAP, SACRAMENTO REGION, 2020

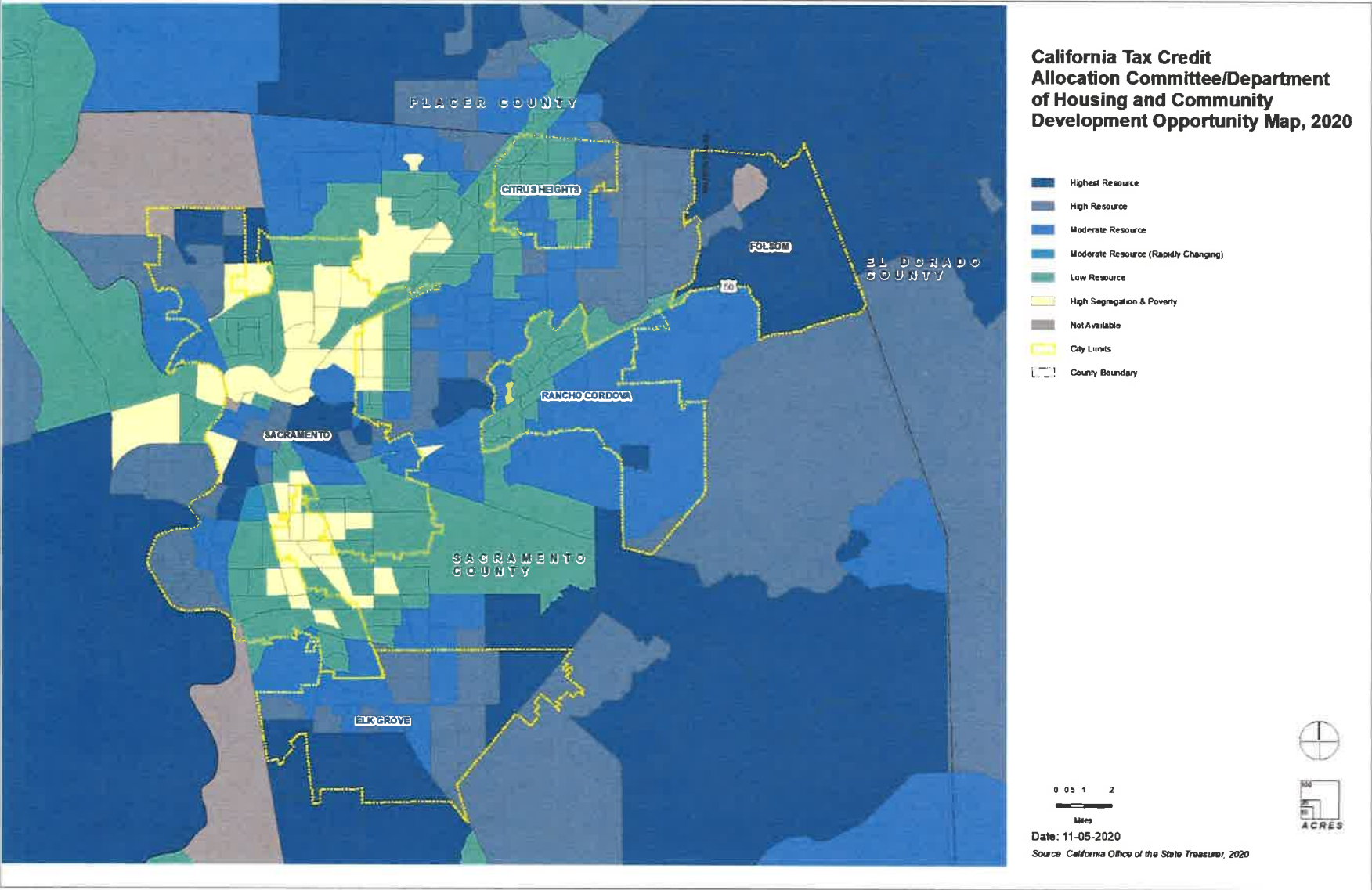
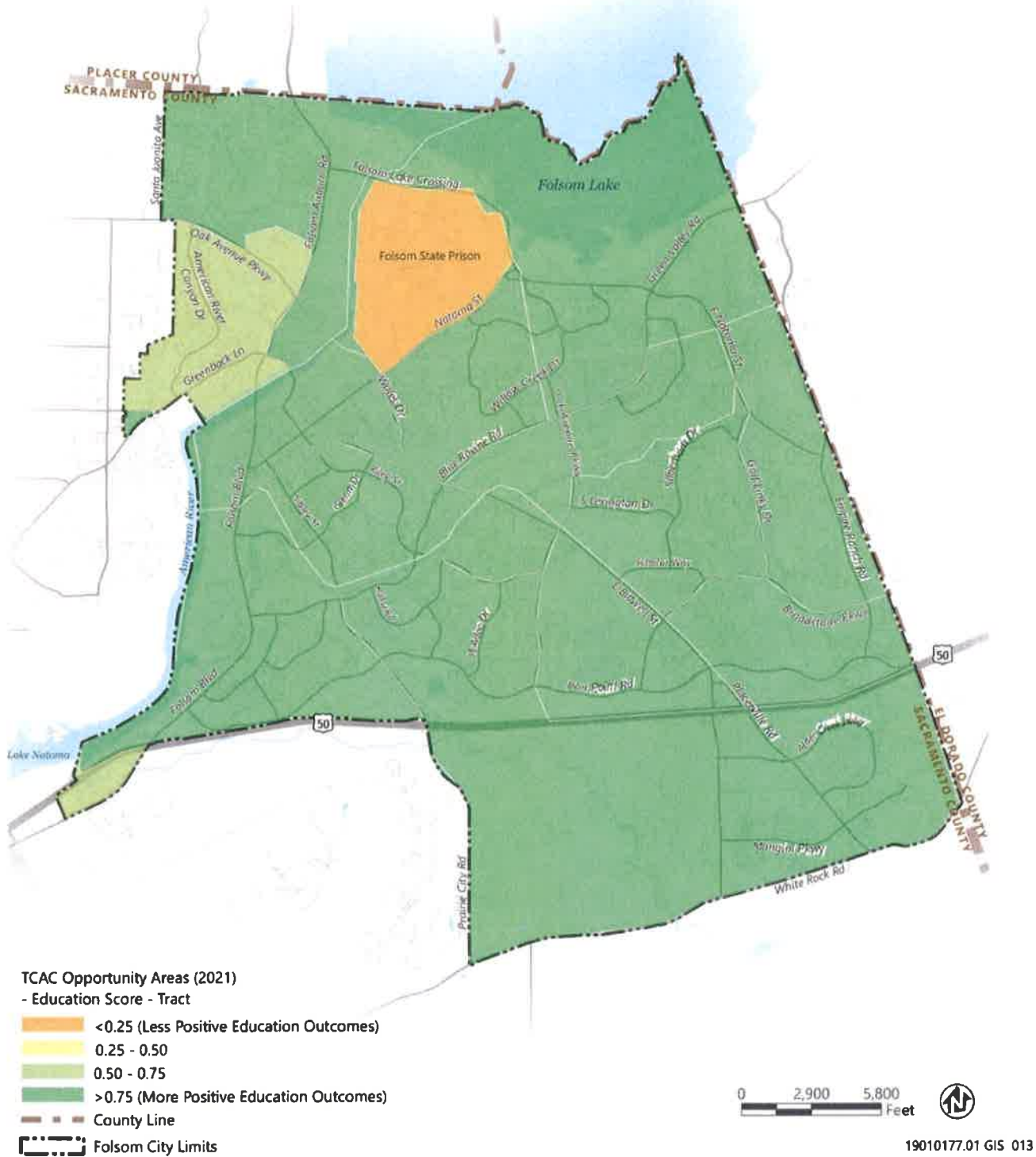
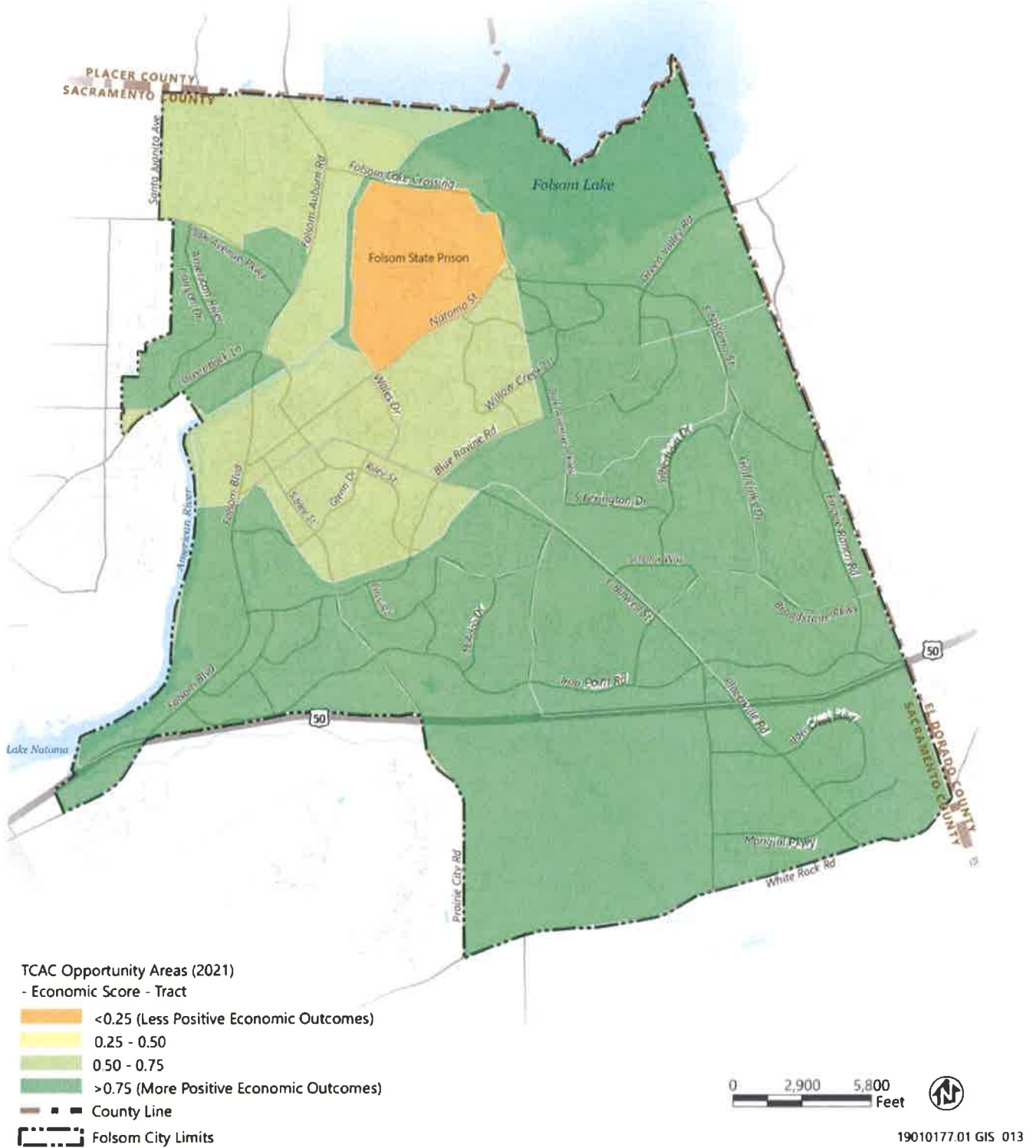


FIGURE C-16: TCAC OPPORTUNITY AREAS – EDUCATION SCORE, CITY OF FOLSOM



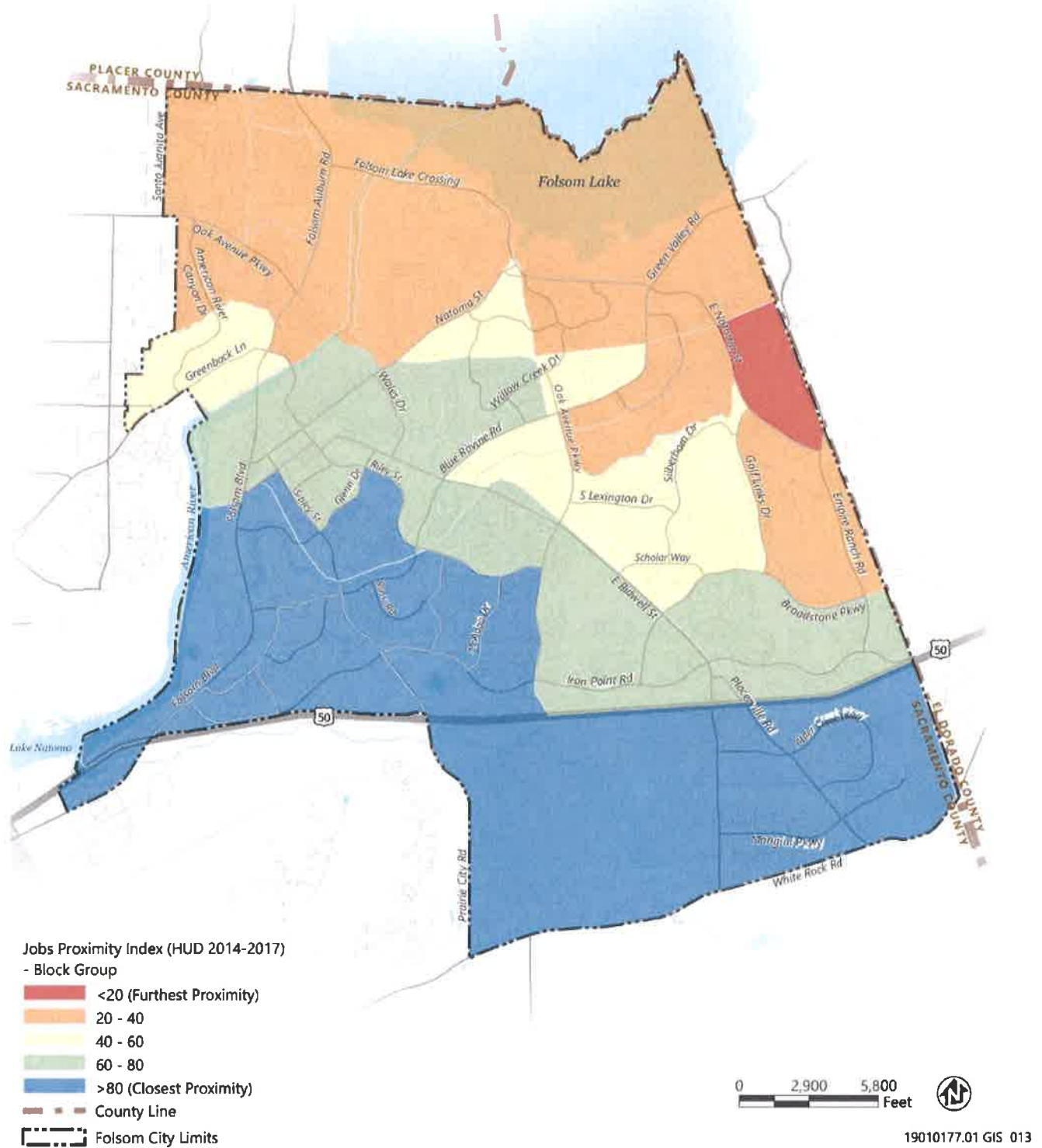
Source: HCD AFFH Data and Mapping Tool, Adapted by Ascent 2021.

FIGURE C-17: TCAC OPPORTUNITY AREAS – ECONOMIC SCORE, CITY OF FOLSOM



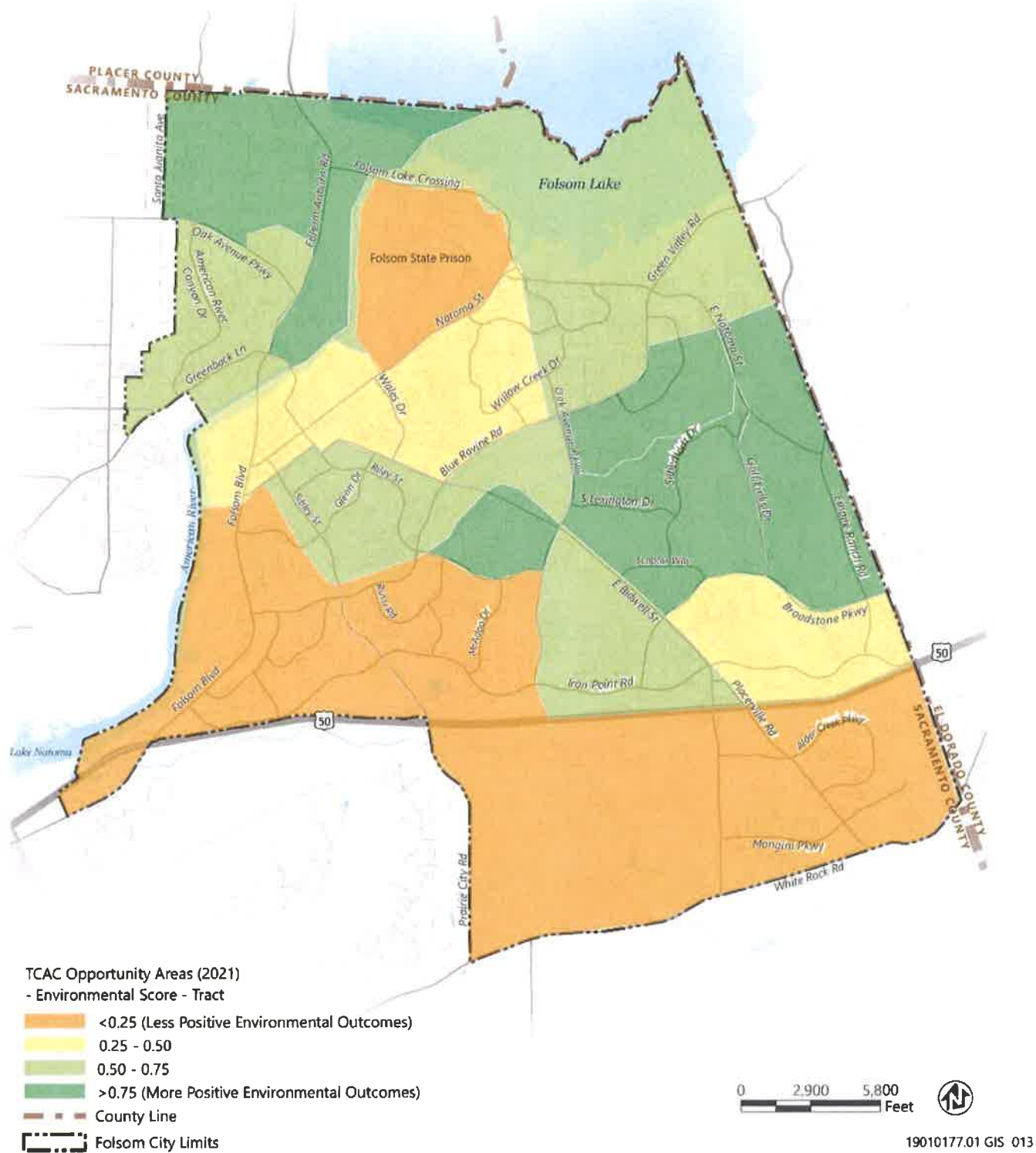
Source: HCD AFFH Data and Mapping Tool, Adapted by Ascent 2021.

FIGURE C-18: JOBS PROXIMITY INDEX, CITY OF FOLSOM



Source: HCD AFFH Data and Mapping Tool, Adapted by Ascent 2021.

FIGURE C-19: TCAC OPPORTUNITY AREAS – ENVIRONMENTAL SCORE, CITY OF FOLSOM



Source: HCD AFFH Data and Mapping Tool, Adapted by Ascent 2021.

The Relationship Between Zoning and Access to Opportunity

High opportunity areas throughout the Sacramento region, including Folsom, are almost entirely zoned for single family housing. Exclusive single family zoning does not allow for more affordable housing types, such as apartments and condominiums. In addition, until the passage of the 1968 Fair Housing Act, overt forms of racial discrimination, such as racially restrictive covenants and biased mortgage lending practices limited the ability for many minority households to purchase single-family homes in certain neighborhoods.

While these practices have been outlawed, the resulting wealth gap between White households that were able to accrue wealth through homeownership and minority households that were not, has continued to limit access to homeownership in higher opportunity areas. Housing affordability in combination with single family zoning has made high opportunity areas unreachable for many minority households, resulting in racial segregation and a higher concentration of minority residents in low opportunity areas.

Over 70 percent of the housing stock in Folsom consists of single-family detached units, which is reflective of the City's zoning. While the majority of Folsom remains zoned for exclusively single-family homes, significantly more land has been designated for multifamily housing and mixed use development in recent years. With the adoption of the 2035 General Plan in 2018, the City created the East Bidwell Mixed Use Overlay, allowing for multifamily housing and mixed use on nearly 1,000 acres of land along East Bidwell Street. The City is also planning to increase opportunities for transit-oriented development at the light rail stations through General Plan and zoning amendments. These changes to the General Plan and Zoning Code create more opportunities for a variety of housing types and income levels.

Disproportionate Housing Needs

Disproportionate housing needs show how access to the housing market differs for members of different classes. Oftentimes households living in poverty and communities of color face disproportionately high housing problems compared to the population as a whole. Housing problems may include housing cost burden, overcrowding, or substandard housing.

Regional Overview

The Sacramento Valley Fair Housing Collaborative conducted a regional survey to assess housing problems for the Sacramento Valley AI. The study surveyed 3,388 residents from across the region. The survey results showed that overall, 44 percent of households in the region experience any of four housing problems: cost burden greater than 30 percent, more than one person per room, incomplete kitchen facilities, and/incomplete plumbing facilities. The survey also found Black (58 percent) and Hispanic (56 percent) households in the region have the highest rates of experiencing any of the four housing problems. White, non-Hispanic (39 percent) households are the least likely to experience housing problems across the region and in each jurisdiction.

Overpayment

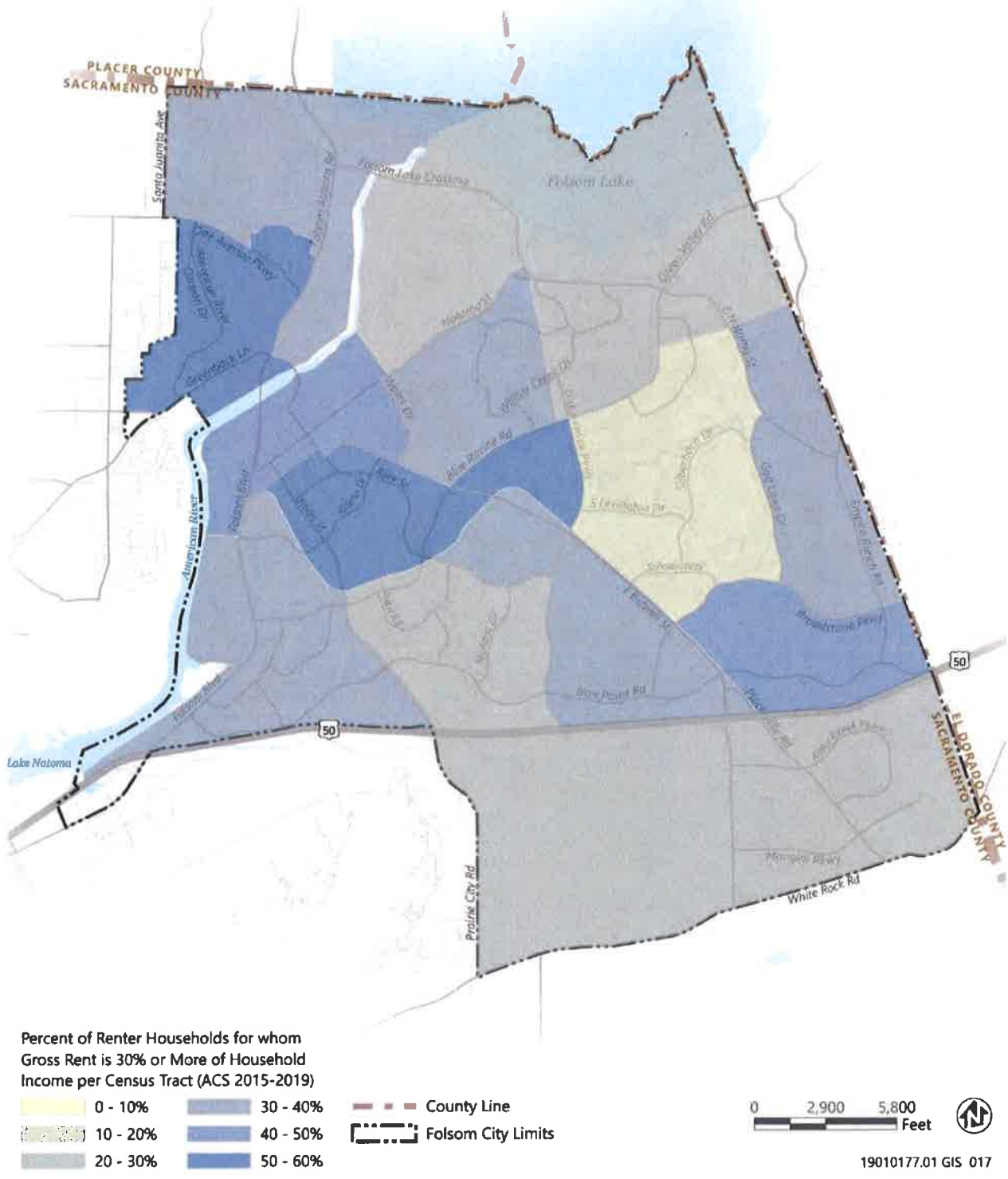
As previously described, overpayment or cost-burden is defined as households paying more than 30 percent of their gross income on housing related expenses, including rent or mortgage payments and utilities. As shown earlier in Table C-16, 29.2 percent of all households in Folsom were considered overpaying for housing in 2015 which was less than that of Sacramento County (39.4 percent) and California (42 percent).

Cost burdens were significantly more severe for lower-income households in Folsom. Table C-16 shows 73.9 percent of lower income households were burdened by housing costs, compared to just 16.7 percent of non-low-income households. The rate of cost burdened lower-income households was higher than in the county (68.9 percent) and the state (69.3 percent). Further analysis shows that rates of housing cost burden were greater among low-income renter households (84.2 percent) than among low-income owner households (65.7 percent). As shown in Figure C-20 renter households experienced higher rates of cost burden throughout the city, including the historic and central commercial districts, in neighborhoods near Glenn Drive and Blue Ravine Road, and in the Broadstone and Empire Ranch neighborhoods. Owner-occupied households experienced lower rates of cost burden in the city overall, but slightly higher rates of cost burden were evident in the Broadstone and Lexington Drive neighborhoods, along Folsom Auburn Boulevard, and the southern portion of Natomas Street (see Figure C-21).

Overcrowding

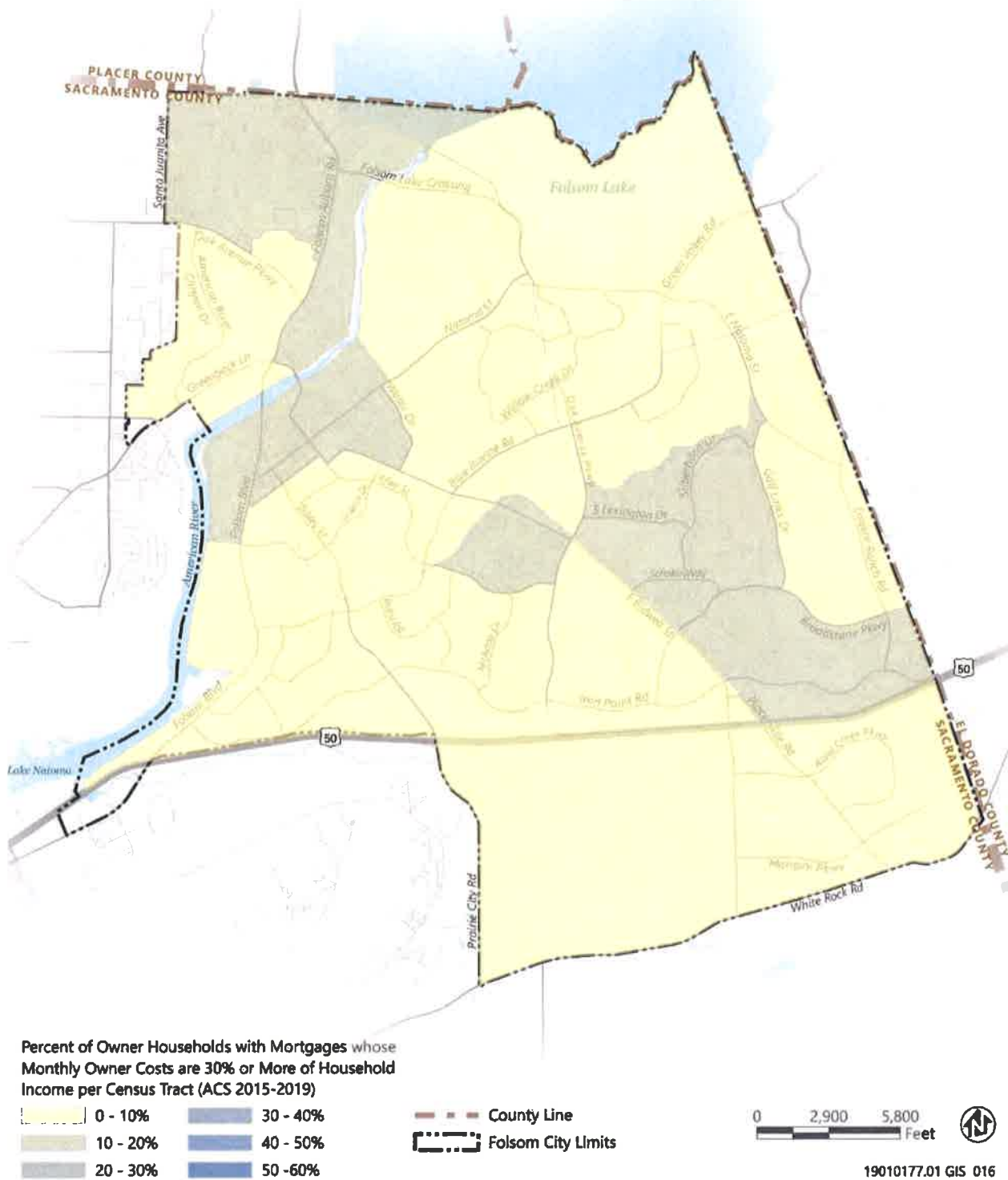
Compared to the rest of Sacramento County and California, overcrowding is less of a problem in Folsom. As shown earlier in Table C-13, 1.3 percent of housing units (360 units) in Folsom were considered overcrowded in 2018 compared to 4.9 percent in the county and 8.2 percent in the state. Figure C-22 shows the distribution of overcrowded households in the city and the proportion of overcrowded households for each census tract in Folsom is equal to or less than the statewide average. Furthermore, less than one percent of units in Folsom, 0.2 percent (45 units), were severely overcrowded. In contrast, 1.3 percent of units in the county and 2.9 percent in the state were severely overcrowded. Overall, overcrowding was more prevalent among renter-occupied units than among owner-occupied units. When broken out by tenure, approximately 63 percent of all overcrowded households in Folsom were renter households.

FIGURE C-20: OVERPAYMENT BY RENTERS, CITY OF FOLSOM, 2015-2019



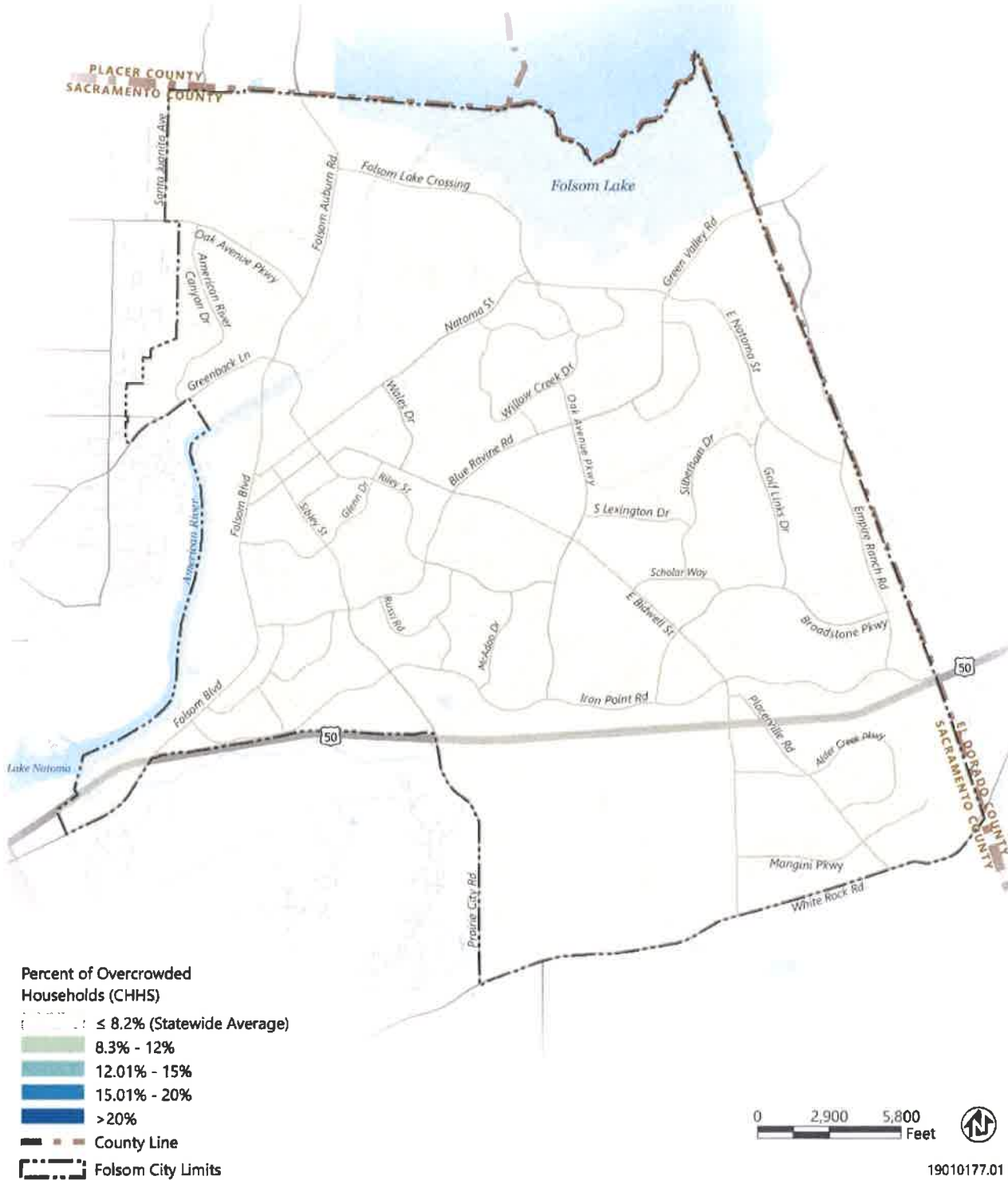
Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-year estimates. California Department of Housing and Community Development AFFH Data and Mapping Tool.

FIGURE C-21: OVERPAYMENT BY HOMEOWNERS, CITY OF FOLSOM, 2015-2019



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-year estimates. California Department of Housing and Community Development AFFH Data and Mapping Tool.

FIGURE C-22: OVERCROWDED HOUSEHOLDS, CITY OF FOLSOM



Source: HCD AFFH Data and Mapping Tool, Adapted by Ascent 2021.

Substandard Housing

As previously described in Section 2.1.2, Housing Characteristics and Trends, substandard housing conditions is a minor issue in Folsom. As shown in Table C-12, over 60 percent of the housing stock in Folsom was 30 or less years old in 2020. Only 4 percent of participants from the 2021-2029 Folsom Housing Element Community Survey stated their home needed one or more major upgrades (i.e., new foundation, plumbing, electrical) indicating that the majority of the housing stock is in good condition. The City identifies substandard housing conditions through code enforcement and rehabilitation programs, such as the Seniors Helping Seniors program. Code enforcement cases are distributed throughout the city and occur in old and new neighborhoods. The City typically only receives one to two cases per year related to housing conditions. Most requests received through the Seniors Helping Seniors program occur within mobile home parks. Since 2016, the City has received 9 requests for water pipe replacement due to low water pressure through the Seniors Helping Seniors program. All of the requests occurred in mobile home parks located in the northern portion of the city. Four requests were in Pinebrook Village, three in Lake Park Estates and two in Lakeside Village.

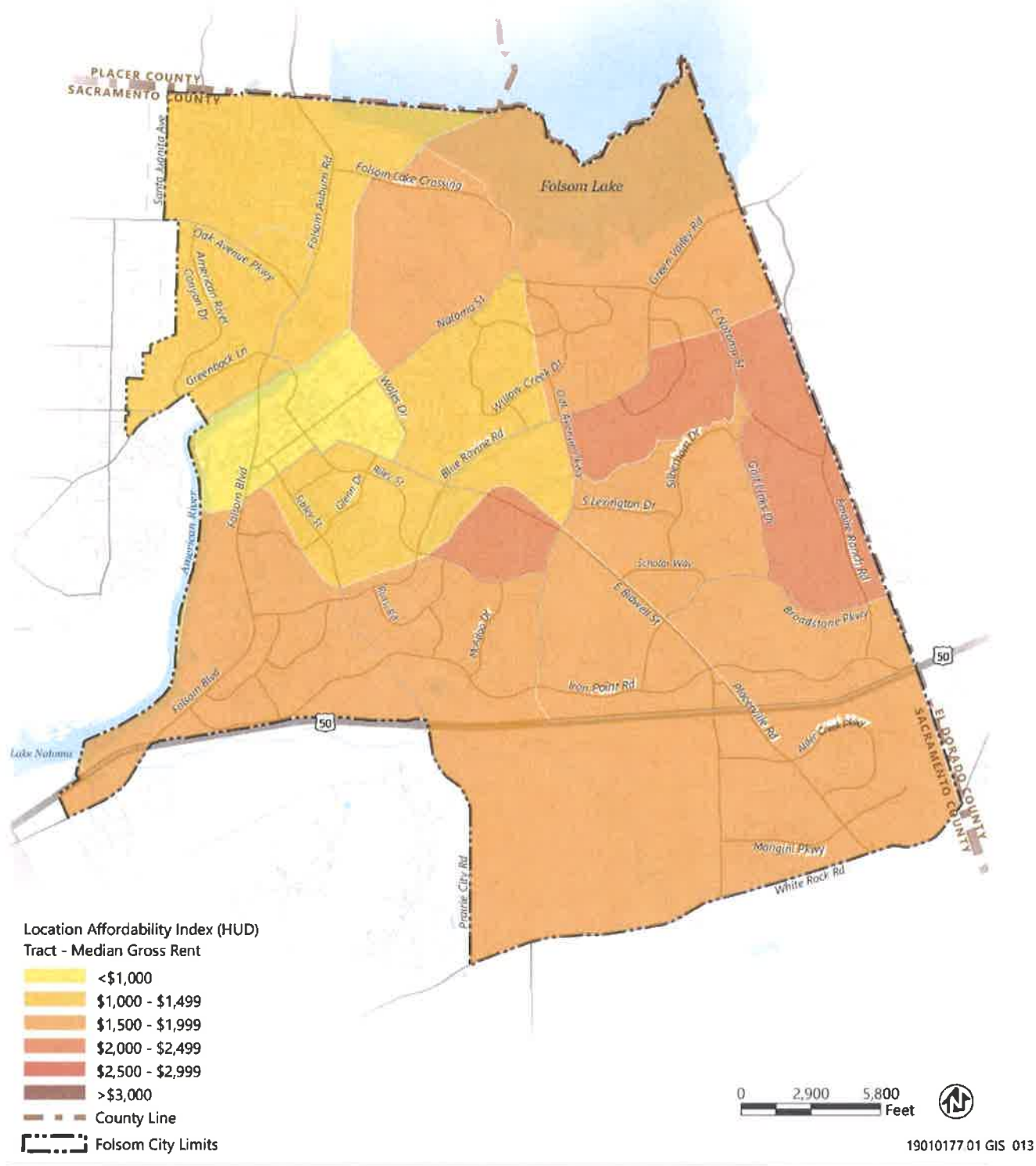
Displacement Risk

The rising cost of housing is becoming an increasingly important housing security issue in the Sacramento region, especially for renters. Gentrification, or the influx of capital and higher-income residents into working-class neighborhoods, is often associated with displacement, which occurs when housing costs or neighborhood conditions force people out and drive rents so high that lower-income people are excluded from moving in. The UC Berkeley Urban Displacement Project identifies areas within certain metropolitan regions of California that are susceptible to displacement. The data does not indicate that any areas of Folsom are vulnerable to displacement. While no sensitive communities were identified as currently experiencing gentrification or at risk of displacement in Folsom through the Urban Displacement Project methodology, the housing market is at risk of excluding lower income households.

Housing costs in Folsom have increased dramatically over the past decade. Folsom is a highly desirable community with good schools and access to jobs, amenities, and quality open space. Demand for housing, in part driven by an influx of individuals moving from the Bay Area into Folsom, has driven the median home sales price to increase by nearly 95 percent, from \$287,000 in 2012 to \$559,100 in 2020. Consequently, home prices are out of reach for both lower-and moderate-income families seeking housing in Folsom.

Figure C-23 below shows the Location Affordability Index in the City of Folsom. First launched by HUD, the index measures standardized household housing and transportation cost estimates. Using 2012-2016 ACS data, the index ratings show that the majority of Folsom has rents greater than \$2,000 a month. In neighborhoods along Empire Ranch, rents are more than \$2,500. As was discussed previously, the average rent in Folsom was \$1,944 in 2021. These rents are primarily affordable to moderate-income households, but out of reach for lower-income households. As shown in the figure, lower median rents are in the northwestern portion of the city, the historic district and the central city. While lower median rents may indicate displacement risk, much of the rental housing in these areas is deed restricted affordable housing that is not at risk of converting to market rate; therefore, protecting residents from being displaced.

FIGURE C-23: LOCATION AFFORDABILITY INDEX, CITY OF FOLSOM



Source: HCD AFFH Data and Mapping Tool, Adapted by Ascent 2021.

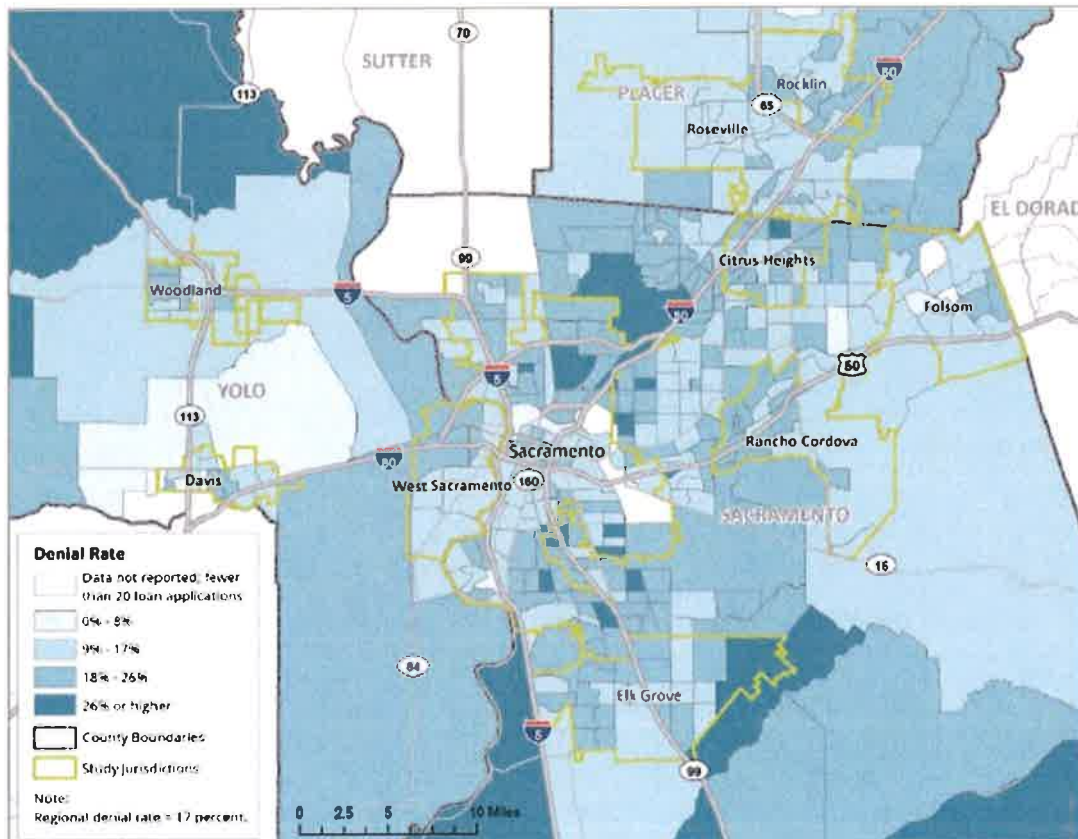
Other Relevant Factors

Regional Loan Denial Rates

Throughout the Sacramento Valley region, homeownership rates vary widely by race and ethnicity. However, all minority groups experience higher rates of loan denial than non-Hispanic White applicants. In addition, Hispanic households are more likely than any other group to receive a subprime loan. Subprime mortgages are a type of housing loan most often given to individuals that have weak credit history. Subprime mortgages carry higher interest rates, and thereby are more expensive, because there is a pre-determined higher risk of default. A concentration of subprime mortgages in areas with concentrations of minorities is a potential consequence of historically punitive practices, such as redlining. Despite efforts to reform long-standing practices of discrimination in the housing credit system, patterns of inequality still exist. The Great Recession and housing crisis of the early 2000s brought to light the unusually high concentration of non-White residents with subprime mortgages and property foreclosures across the country.

In 2017, there were 89,838 loan applications filed in the Sacramento Valley region for owner-occupied homes, 4.7 percent of loans were subprime, which is slightly higher than the national rate of 4 percent. Figure C-24 shows loan denial rates by census tracts within the region according to federal Home Mortgage Disclosure Act (HMDA) data from 2017. Denial rates varied substantially by census tract. Overall, within the region, the loan denial rate was 17 percent. Census tracts within Folsom generally had denial rates between 9-17 percent.

FIGURE C-24: REGIONAL DENIAL RATES BY CENSUS TRACT, 2017



Source: FFIEC HMDA Raw Data, 2017; Root Policy Research, 2020

The AI survey also included information on regional loan denial patterns that may be applicable to Folsom. Low-income households and those receiving Section 8 housing choice vouchers were most likely to be denied housing to rent or buy. African American (53 percent), Native American (49 percent), and Hispanic survey respondents (42 percent) were more likely than non-Hispanic White (27 percent) or Asian survey respondents (21 percent) to have experienced denial of housing to rent or buy. Large families, households that include a member with a disability, and households with children under age 18 all experienced housing denial at rates higher than the region overall. Common reasons for being denied housing among survey respondents included income (including type of income), credit, and eviction history.

Racially Restrictive Covenants

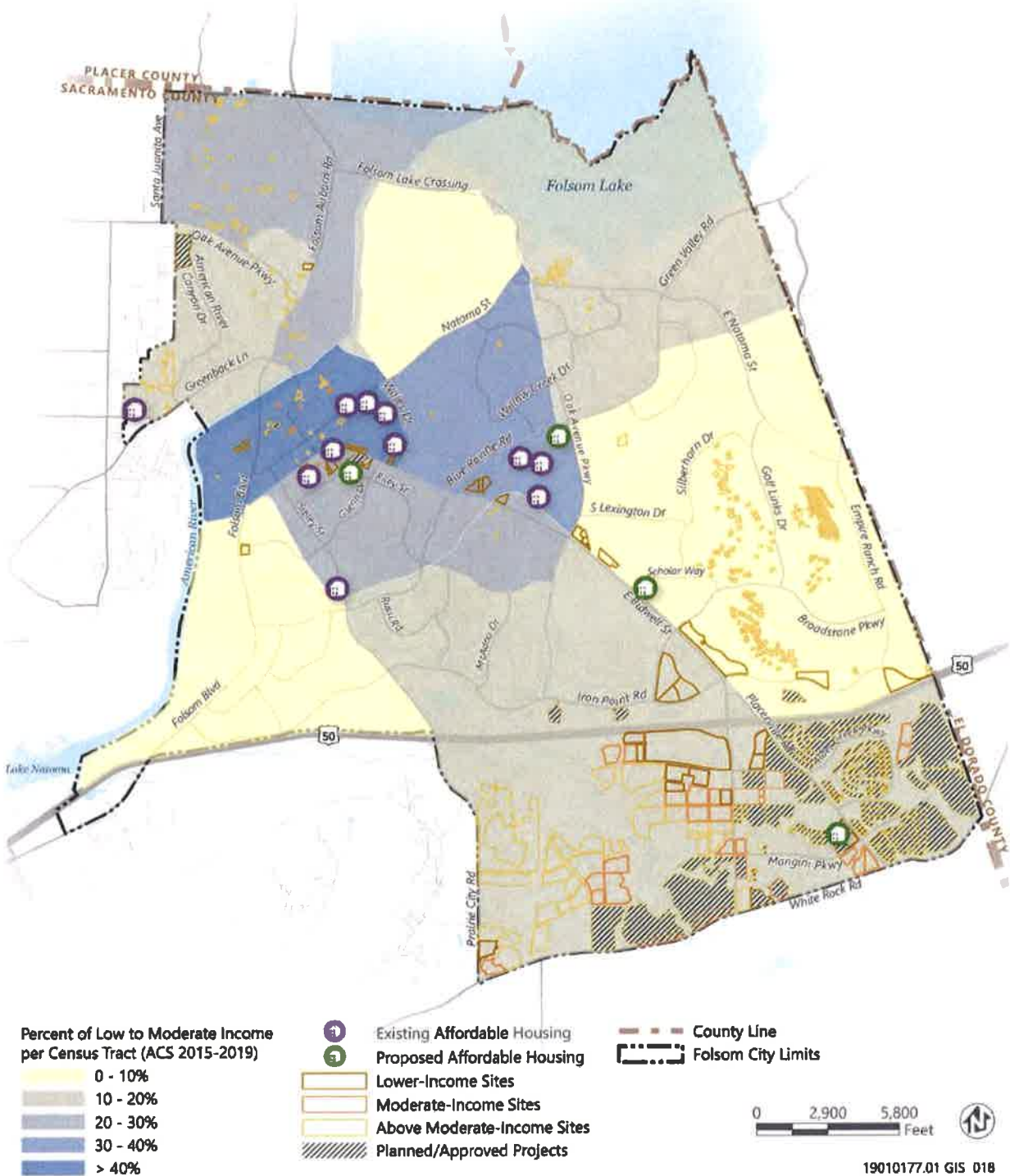
Throughout the country, racially restrictive covenants were used to prevent communities of color from living in or owning property in specific neighborhoods. When a restrictive covenant existed on a property deed, the owner was legally prohibited from selling to members of the specific minority group or groups listed. The popular use of racially restrictive covenants emerged in 1917, when the U.S. Supreme Court deemed city segregation ordinances illegal. Then, the Fair Housing Act of 1968 outlawed racially restrictive covenants and government-sponsored redlining. Although discriminatory practices as these are now outlawed, about 88 percent of the housing stock in Folsom was built prior to 1970 (see Table 12) and prior to the Fair Housing Act meaning some of these units could potentially have been built under racially restrictive covenants.

2.3.2 SITES INVENTORY

A primary goal of the assessment is to ensure available sites for lower-income housing are located equitably across a region and within communities with fair access to opportunities and resources. Ensuring that sites for housing, particularly lower income units, are in high resource areas rather than concentrated in areas of high segregation and poverty requires jurisdictions to plan for housing with regards to the accessibility of various opportunities including jobs, transportation, good education, and health services.

Figure C-25 shows the location of vacant and underutilized sites in the sites inventory compared to areas of the city with higher concentrations of low-moderate income populations. The figure also highlights the location of existing affordable housing, planned and approved affordable projects, and vacant and underutilized lower-income sites. As shown in Figure C-25, there is a concentration of existing and planned affordable housing in the central city along East Bidwell near Wales Drive. Many of the lower-income sites are also within this area. This area of the city has access to jobs, services, and transit. The FPASP, in the southern portion of the city, makes up a large proportion of the sites inventory. The area is just starting to develop with housing, and does not yet have immediate access to jobs, services, or transit. However, as the area builds out, new schools, employment centers, and other amenities will be provided, making this an attractive area for affordable housing.

FIGURE C-25: EXISTING AND PROPOSED AFFORDABLE HOUSING LOCATIONS RELATIVE TO THE PERCENT OF LOW TO MODERATE INCOME HOUSEHOLDS PER CENSUS TRACT



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-year estimates. California Department of Housing and Community Development AFFH Data and Mapping Tool. City of Folsom, 2020. Ascent, 2021.

Location of Existing Affordable Housing

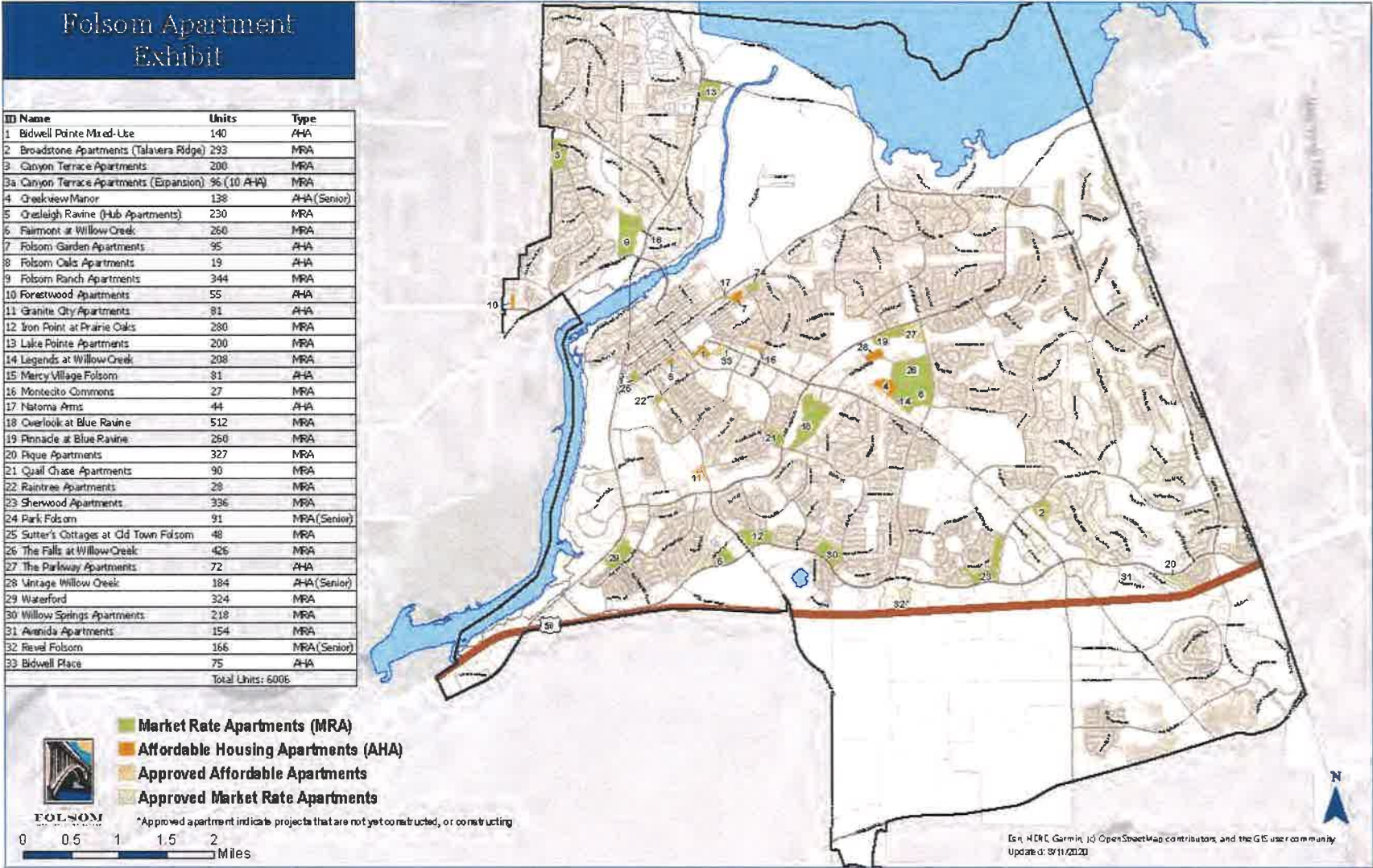
The geographic distribution of publicly supported housing is an important factor in examining fair housing choice and segregation by income and race/ethnicity. The map below, Figure C-26, shows the location of all affordable and market rate apartments in the city as of August 2020. There are 10 multifamily developments providing deed-restricted affordable housing in Folsom, including Talavera Ridge – a 293-unit market rate project providing six extremely low-income units. Most affordable housing in Folsom is located in the city center along Wales Drive and East Bidwell Street, which are areas with access to services, jobs, and bus lines that connect to the Sacramento Regional Transit light rail system.

In the next several years, additional affordable housing will become available throughout Folsom. Parkway Affordable Apartments, currently under construction, will provide 72 units near Oak Avenue Parkway and Blue Ravine Road. Bidwell Street Studios (not shown on the map), a construction project that is currently underway to convert the Folsom Lodge Motel, will provide 24 units of affordable housing. Scholar Way Affordable Senior Apartments, a proposed 110-unit project located in the College District along the East Bidwell Corridor, brings affordable units near education and employment opportunities. Mangini Place, a proposed 152-unit affordable apartment project, is planned to be built in the FPASP area; a new neighborhood in the southern portion of the city that will have new schools, a transit corridor, about 1,000 acres of open space, and thousands of new jobs. In total, approximately 300 affordable housing units located throughout the city are approved and in the pipeline.

Potential Effect on Patterns of Segregation

The City's existing affordable housing stock and proposed housing sites inventory were evaluated to ensure sites planned for future development would not further segregation patterns and trends. As noted, the City's segregation pattern is low and therefore this evaluation focused on whether the inventory was spread throughout the community. As shown in the figures below, existing affordable housing is concentrated in the city center along Wales Drive and East Bidwell Street. Sites identified in the Housing Element are distributed throughout the city including new growth areas. The Housing Element sites inventory identifies vacant land within the FPASP area suitable to accommodate 1,344 lower income units, accounting for over 30 percent of the city's lower-income housing capacity. In addition, the sites inventory also identifies land within the transit priority areas, in the new development areas along East Bidwell Street, and along Iron Point Road, near employment centers.

FIGURE C-26: AFFORDABLE AND MARKET RATE APARTMENT LOCATIONS, CITY OF FOLSOM



Source: City of Folsom, 2020.

Potential Effect on Access to Opportunity

Although the 2020 TCAC/HCD Opportunity Areas identification process (shown in Figures C-15 through C-19) indicates that all of Folsom is a high resource area, further growth in the small concentration of existing affordable housing in the Central City could strain resources in the area and result in limited access to opportunity. While it is important to disperse affordable housing to provide integrated neighborhoods and avoid any imbalance in the supply and demand of resources, the existing affordable housing stock, although concentrated, provides good access to education, employment, health services, and transit. The Housing Element sites inventory identifies capacity for 124 lower-income units in the Central City. However, this is a small proportion of the total lower-income capacity (approximately 3 percent), and the majority of lower-income capacity is identified in other portions of the city, including the FPASP. Development of the FPASP is underway, and new opportunities, including schools, employment centers, and medical centers are planned. This addition of new amenities and resources, as well as a balanced distribution of affordable housing, will ensure that the access to opportunity and high resource is maintained.

Potential Effect on Disproportionate Housing Needs

As discussed above, overpayment is a housing need challenging lower-income residents in Folsom. Renters in the Broadstone neighborhood experience the highest rates of cost burden or overpayment in the city. In distributing housing capacity throughout the city and identifying capacity in new growth areas, such as the FPASP, the Housing Element sites inventory could potentially ease cost burden in areas of high overpayment. In addition, planned affordable housing developments, including Parkway Affordable Apartments, near Oak Avenue Parkway and Blue Ravine, and Scholar Way Affordable Senior Apartments in the College District, near Scholar Way and East Bidwell will further distribute affordable housing and provide residents protection from displacement pressures.

2.3.3 FAIR HOUSING ISSUES, CONTRIBUTING FACTORS, AND PROPOSED ACTIONS

Folsom is a highly desirable community within the Sacramento region. Fair housing issues in the city are primarily related to the high cost of housing. High housing costs and a limited supply of affordable housing have led to the exclusion of lower-income households from Folsom's neighborhoods. Contributing factors to the City's fair housing issues include: (1) past zoning and land use regulations that resulted in the dominance of single-family homes and a limited variety of housing types; (2) limited supply of affordable housing; and (3) lack of community support for low income and higher density housing.

Zoning and Land Use Regulations

The predominant land use in Folsom is single-family homes and historically Folsom neighborhoods were zoned almost exclusively for single-family homes. The City of Folsom 1992 Housing Element supported a market-based strategy for addressing housing needs in the community and contributed to the predominance of single-family homes. At the time of the 1992 Housing Element adoption, the City saw itself as a facilitator of the private sector and non-profit housing corporations and promoted voluntary approaches to construction of low-and moderate-income housing. Thus, the

1992 Housing Element did not include mandatory housing programs to facilitate affordable housing development, such as inclusionary zoning, land dedications for affordable housing, or contributions to a housing trust fund. Furthermore, residential developments were not encouraged to achieve the highest allowed density. Rather, the lowest-allowed density was permitted by right, and any density above that level was required to provide additional amenities. The 1990s, particularly the late 1990s, was a period of major growth in employment, retail services, and housing in the City; however, despite this rapid growth, neither the private sector nor non-profit developers developed any affordable housing projects in the City from 1992 to 2001. This lack of affordable housing development and the City's failure to include housing programs to facilitate affordable housing resulted in a lawsuit (Ronald Hallfeldt v. City of Folsom et.al) being brought against the City in 2001. The City was found out of compliance with state law for not providing its fair share of the regional housing needs of lower-income residents. As a result, the City entered into a Settlement Agreement with Legal Services of Northern California that, among other things, required the City to rezone 128 acres of land to Multifamily High Density by December of 2002, amend City ordinances to remove governmental constraints to affordable housing, and adopt a Housing Trust Fund ordinance and a Fee Waiver/Deferral ordinance to assist the City with increasing and improving the supply of affordable housing. The City also amended its Zoning Code to encourage home builders to use multi-family designated land for the highest allowed density consistent with the requirements of State law.

The City's Inclusionary Housing Ordinance (IHO) has been one component of the City's efforts to address affordable housing in Folsom; however, in 2011 which was during a time of a challenging housing market, the City recognized that the IHO was acting as a constraint to the production of housing, both market rate and affordable. As a result, and after lengthy deliberation and public input, the City decided to sunset the City's IHO. This action was met with the Sacramento Housing Alliance filing a lawsuit against the City. The claim asserted that the City's action sunsetting the IHO was inconsistent with the 2009 Housing Element in that the City had identified quantified objectives attributable to the IHO and the City could not achieve the objectives without the IHO. The court agreed with the Petitioner and as a result it was necessary for the City to prepare a focused revision to the 2009 Housing Element. The revision to Program 19i of the 2009 Housing Element Policy Document resulted in the City modifying the IHO by changing the percentage requirements and adding an in-lieu fee option in order to reduce constraints on the production of moderate-income and market-rate housing.

Over the past two decades, the City has continued to implement several land use changes to expand zoning for multifamily housing. Recently, with the adoption of the 2035 General Plan in 2018, the City created the East Bidwell Mixed Use Overlay, allowing for multifamily housing and mixed use on nearly 1,000 acres of land along East Bidwell Street. The Housing Element includes several programs to further expand the variety of housing allowed in the city, which will serve to affirmatively further fair housing. Program H-2 calls for increasing densities in key areas of the city, including the East Bidwell corridor, transit priority areas, and the FPASP town center. This will increase opportunities for multifamily housing. The Housing Element also includes Programs H-4 and H-5 to promote ADU tools and resources and to develop an ADU incentive program to encourage homeowners to develop affordable ADUs and junior ADUs to encourage more affordable housing types within traditionally single-family neighborhoods creating mixed-income neighborhoods. The Housing Element also

includes Program H-31 directing developers to establish a marketing strategy to attract renters and buyers of diverse demographic groups into the city, which can help to overcome some of the historic exclusion associated with exclusive single-family zoning.

Limited Supply of Affordable Housing

Folsom is known for its high quality of life, good schools, rich amenities, and access to open space. From a regional perspective, the limited supply of affordable housing in Folsom prevents lower-income households in the region for accessing the amenities. Many low-income workers in retail and service jobs commute into Folsom from other areas of the region because they cannot afford housing in Folsom. Any actions to facilitate more affordable housing in Folsom will serve to affirmatively further fair housing by providing lower-income households access to the high quality of life in Folsom.

Changes in State law regarding the RHNA process resulted in a higher allocation of lower-income units to areas of high opportunity, including Folsom. By addressing the lower-income RHNA for the 6th cycle the City is helping to address disparities in regional access to opportunity. Given that the entire city is categorized as a high resource area, all sites identified to accommodate the lower-income housing need for the 6th planning cycle are located within high resource areas and thereby affirmatively furthering fair housing.

The City has seen an increase in affordable housing developments in recent years and several programs in the Housing Element will continue to support and facilitate affordable housing. The City's inclusionary housing ordinance has and will continue to result in the creation of affordable units and funding to support new affordable housing construction. Housing Element programs that facilitate affordable housing development include:

- Program H-2 to create additional lower income housing capacity;
- Program H-11 to identify local funding for affordable housing development;
- Program H-12 to provide incentives for affordable housing development;
- Program H-14 to facilitate affordable housing developments on larger sites;
- Programs H-15, H-16, H-17 to facilitate affordable housing development on City-owned land;
- Program H-20 to promote the Housing Choice Voucher Program and distribute affordable housing throughout the city; and,
- Program H-22 to expand existing affordable housing developments.

Community Attitudes

The City has an obligation under State law to provide opportunities for higher density and lower-income housing. In response to the general lack of support for higher density housing and lower income housing displayed in the Housing Element community survey, the City has included Program H-10 to provide information on the need for and benefits of affordable housing in the community. As outlined in Program H-32, the City will also continue to provide and promote fair housing services and resources to Folsom residents through programs such as the Renter's Helpline should a dispute or complaint arise.

2.4 Regional Housing Needs Allocation

In March 2020, SACOG adopted its final *SACOG Regional Housing Needs Plan Cycle 6 (2021-2029)*. Required by State law, the RHNA is part of a statewide statutory mandate to address housing issues that are related to future growth. The RHNA allocates to cities and counties each jurisdiction’s “fair share” of the region’s projected housing needs by household income group over the RHNA projection period (June 30, 2021, through August 31, 2029).

The core of the RHNA is a series of tables that indicate for each jurisdiction the distribution of projected housing needs for each of four household income groups. The RHNA represents the target number of new housing units that are needed in the community. The allocations are used by jurisdictions when updating their housing elements as the basis for assuring that adequate sites and zoning are available to accommodate at least the number of units allocated.

As shown in Table C-30, SACOG allocated Folsom a total of 6,363 housing units for the period of 2021-2029. The allocation is equivalent to a yearly need of approximately 776 housing units. Of the 6,363 housing units, 4,396 units are to be affordable to moderate-income households and below, including 829 moderate-income units, 1,341 low-income units, and 2,226 very low-income units. Consistent with Government Code Section 65583(a)(1) the City presumes that 50 percent of the very low-income households qualify as extremely low-income households. As such, there is a projected need for 1,113 extremely low-income housing units.

TABLE C-30: REGIONAL HOUSING NEEDS ALLOCATION, CITY OF FOLSOM, JUNE 30, 2021 TO AUGUST 31, 2029						
	Very Low	Low	Moderate	Above Moderate	Total	Average Yearly Need ¹
RHNA	2,226	1,341	829	1,967	6,363	776
Percent of Total	35.0%	21.1%	13.0%	30.9%	100.0%	-

Note: ¹Based on an 8.2-year planning period

Source: Sacramento Area Council of Governments, *Regional Housing Needs Plan 2021-2029 (February 2020)*.

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3 Resource Inventory

This section analyzes the resources and opportunities available for the development, rehabilitation, and preservation of housing in the city of Folsom. Included is an evaluation of the availability of land resources and the financial administrative resources available to support housing activities.

3.1 Residential Sites Inventory

The residential sites inventory identifies and describes the land available for new housing construction and compares the capacity of available land to the City's RHNA for the projection period (June 30, 2021 through August 31, 2029). This includes sites that have an approved residential project that is expected to be built within the RHNA projection period, vacant land suitable and available for residential development, and non-vacant underutilized land suitable and available for redevelopment. The sites inventory also includes a projection of the number of ADUs and multi-generational housing units expected to be built during the projection period.

3.1.1 METHODOLOGY AND ASSUMPTIONS

The housing element must identify specific sites or parcels that are appropriate and available for residential development. Land suitable for residential development includes:

- vacant sites with zoning that allows for residential development; and
- nonvacant, underutilized sites with zoning that allows for residential development and are capable of being developed at a higher density or with greater intensity.

Sites that are in the process of being made available (i.e., planned) for residential uses via rezones or specific plan amendments may be included in the inventory, provided the housing element includes a program that commits the local government to completing all necessary administrative and legislative actions early in the planning period.

Relationship Between Density and Income Categories

Density can be a critical factor in the development of affordable lower-income housing. Higher density development can lower per-unit land cost and facilitate construction in an economy of scale. As shown in Table C-31, the following assumptions were used to determine the inventoried income categories according to the maximum allowed density for each site:

- **Lower-Income Sites.** State law (Government Code Section 65583.2(c)(3)) establishes a "default density standard" of 30 units per acre for the City of Folsom. This is the density that is "deemed appropriate" in State law to accommodate Folsom's lower-income RHNA. Sites with land use designations that allow for development at 30 units per acre were included in the inventory as meeting the lower-income RHNA.
- **Moderate-Income Sites.** Sites with a land use designation/zoning district that allow for multi-family development at densities of 7 to 20 units per acre were inventoried as available for moderate-income residential development.

- **Above Moderate-Income Sites.** Sites with a land use designation/zoning district that only allows for single-family housing and limited attached housing at densities of 7 units per acre or lower were inventoried for above moderate-income units.

The sites included in the inventory are classified based on the General Plan land use designations since the City is currently (2020) in the process of updating the Zoning Code for consistency with the General Plan. The Zoning Code update is expected to be completed Fall 2021.

TABLE C-31: RELATION OF DENSITY TO INVENTORIED INCOME LEVELS, CITY OF FOLSOM, 2021		
General Plan	Maximum Density	Inventoried Income Level
Single Family	4 units/acre	Above moderate-income
Single Family High Density	7 units/acre	Above moderate-income
Multifamily Low Density	12 units/acre	Moderate-income
Multifamily Medium Density	20 units/acre	Moderate-income
Multifamily High Density	30 units/acre	Low-and very-low income
Mixed Use	30 units/acre	Low- and very-low income
Historic Folsom Mixed Use	30 units/acre	Low- and very-low income
East Bidwell Mixed Use Overlay	30 units/acre	Low- and very-low income

Source: Ascent Environmental, Inc. 2020.

Realistic Density Assumptions

The inventory uses the following assumptions to determine realistic buildout capacity for the sites.

- **Lower-Income Sites.** Lower-income unit capacity was counted at 90 percent of maximum residential buildout capacity, or 27 units per acre for Multifamily High Density (MHD), Mixed Use (MU), Historic Folsom Mixed Use (HF), and East Bidwell Mixed Use Overlay (EBC) sites, unless otherwise noted for specific reasons for specific parcels. This density assumption is based on a review of recent multifamily housing developments, including several affordable housing developments.

As shown in Table C-32, several recent multifamily residential development projects were approved or built at densities ranging between 22.8 units per acre and 35.9 units per acre in the MHD land use designation. The average density of recent multifamily developments, excluding additional units granted through density bonus, is 27 units per acre. It is important to note that recent affordable developments have been approved and/or built at densities over 30 units per acre (e.g., Bidwell Place and Bidwell Point). In addition, the City most recently received two applications for multifamily development in the FPASP at 30 units per acre (e.g., Mangini Apartments and Mangini Place). Affordable developers have recently indicated that they consider 27 units per acre an appropriate density for future affordable housing developments under consideration.

TABLE C-32: DENSITIES OF RECENT MULTIFAMILY RESIDENTIAL PROJECTS, CITY OF FOLSOM, 2021

Project Name	Land Use Designation	Maximum Allowable Density	Gross Acreage	Net Acreage	Number of Units	Buildout Density (units/acre)
Bidwell Place ^{1,2}	EBMU	30	3.24	2.09	75	35.9
Bidwell Pointe ^{1,2}	EBMU	30	4.2	4.2	140	33.3
Parkway Affordable Apartments ¹	MHD	30	10.1	3.5	72	20.6
Scholar Way Senior Apartments ¹	EBMU	30	4.57	4.2	110	26.2
Talavera Ridge	MHD	30	11.48	11.48	293	25.5
HUB	MHD	30	10.1	10.1	230	22.8
Alder Creek Apartments	MHD	30	10.75	10.75	265	24.7
Mangini Apartments	MHD	30	9.3	9.3	278	29.9
Mangini Place ¹	MU	30	5.02	5.02	152	30.3
Average Density for Projects (including units granted through density bonus)						28
Average Density for Projects (excluding units granted through density bonus)³						27

¹ Affordable Housing Project

² Buildout density includes units granted through density bonus

³ For projects granted density bonus, where the buildout density exceeds the allowable density, the maximum allowable density was used to calculate average density.

Source: City of Folsom, Ascent, 2021

- Moderate-Income Sites.** Moderate-income unit capacity was counted at 80 percent of maximum residential buildout capacity, or 16 units per acre for MMD and 10 units per acre for MLD sites, unless otherwise noted for specific reasons for specific parcels. This density assumption is based on a review of recent housing developments and current market rents. As described in Section 3.2, “Housing Needs Assessment,” multifamily housing developments were generally priced at rents affordable to moderate-income households.
- Above Moderate-Income Sites.** For small, subdivided parcels, it was assumed that one single family unit would be built per parcel. For larger parcels that have not been subdivided, above moderate-income unit capacity was counted at 80 percent of maximum residential buildout capacity, or 6 units per acre for SFHD and 3 units per acre for SF sites.
- Sites in the Folsom Plan Area Specific Plan.** The capacity on sites located within the FPASP is based on the allocated units identified in the Specific Plan. The Specific Plan assumes, on average, that residential sites will be built at approximately 80 percent of maximum residential capacity. The SP-MU zone allows both vertical and horizontal mixed use.

Site Size

Per State law, sites smaller than half an acre or larger than 10 acres are not considered adequate to accommodate lower income housing need unless it can be demonstrated that sites of equivalent size were successfully developed during the prior planning period or other evidence is provided that the site can be developed as lower income housing.

The lower-income sites inventory only includes sites larger than 0.5 acres. Sites that are designated for high density residential development (i.e., up to 30 units per acre) but are less than 0.5 acres in size have been identified as appropriate to accommodate moderate-income units.

The lower-income sites inventory includes six sites larger than 10 acres. These sites have been reviewed closely to determine appropriate residential development assumptions as described below. In addition, the Housing Element includes a program to facilitate affordable housing development on large sites.

The FPASP MU 158 site is an 11.5-acre mixed-use site located in the FPASP Town Center. The FPASP proposes development of 150 multifamily units on a portion of the site along with 43,560 square feet of commercial development. The inventory is consistent with the adopted specific plan and assumes only 150 units would be developed on a portion of the larger site.

The lower-income sites inventory also includes an 11.5-acre multifamily high density site located along Iron Point Road. The site is steeply sloped, and therefore, would not be entirely developed. The site is also included in the Broadstone Unit No. 3 Specific Plan (SP 95-1) and is supported by infrastructure implemented as part of the Specific Plan. Due to slope constraints, the sites inventory conservatively assumes the site would only be built at 60 percent of the maximum allowable density, resulting in 207 units. This site is considered appropriate for lower income residential development because infrastructure is available, the site is proposed for development under a specific plan, and the number of units has been reduced to account for slope constraints.

The lower-income sites inventory also identifies a portion of the Folsom Lake College campus for residential development. Although the campus is a large site (151 acres), only a small portion of the campus is included in the inventory. This portion encompasses an estimated 5.8-acres of vacant developable land located just north of the main entrance to the campus and is within the East Bidwell Mixed Use Overlay. Because the developable portion is substantially less than 10 acres and only 156 units are inventoried on the site, this site is appropriate for lower income residential development. The Housing Element includes a program to work with the College to facilitate development of the site.

The lower-income sites inventory also includes a large site (37.18 acres), along Cavitt Drive, bordering East Bidwell Street. The site is designated and zoned commercial but is within the East Bidwell Mixed Use Overlay. The site is entirely vacant and is owned by one landowner. The owner has expressed interest in developing multifamily residential on a portion of the site and developing commercial uses on the remainder of the site. To account for the non-residential development potential of the site, only 10 acres of the site are assumed for residential development. Because no more than 10 acres of the site are included in the inventory, this site is considered appropriate for lower income residential development.

The lower-income sites inventory also includes a large site (43.99 acres), consisting of 3 parcels, located along Iron Point Road, near the Palladio retail center. The existing Kaiser Permanente Folsom Ambulatory Surgery Center is located on a portion of the site; however, the remaining 38 acres are vacant. Because the land use designation and

zoning allow for non-residential uses, the sites inventory only assumes approximately 25 percent of the site, or 10 acres, would be developed for residential uses. As such, no more than 10 acres of the site are included in the inventory and the site is considered appropriate for lower income residential development.

Lastly, the sites inventory includes a 19.25-acre site located at Iron Point Road and Empire Ranch Road in the Empire Ranch Specific Plan area. A specific plan amendment is proposed, in conjunction with the adoption of the housing element, to expand the Regional Commercial Center (RCC) land use designation to allow for multifamily residential as a permitted use. During the housing element update process, City staff discussed development opportunities with the property owner. The property owner suggested that the site would be appropriate for mixed-use development including high density residential development that would be compatible with the surrounding neighborhood and future planned highway interchange. Based on the developable acreage of the site and discussions with the property owner, the sites inventory assumes approximately 8 acres of the site would be developed as residential. Because no more than 10 acres are included in the inventory, infrastructure is available, and the site is proposed for development under a specific plan, this site is considered appropriate for lower income residential development.

Sites Identified in Previous Housing Elements

Per the statute (Government Code Section 65583.2(c)) a non-vacant site identified in the previous planning period and a vacant site that has been included in two or more previous consecutive planning periods cannot be used to accommodate the lower income RHNA unless the site is subject to a policy in the housing element requiring rezoning within three years of the beginning of the planning period to allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower income households.

A few of the sites included in the inventory for lower-income housing have been included in previous housing element planning periods. These sites are identified in Table C.1-1 (see Attachment C.1). Housing Element Policy H-3.7 commits the City to allowing residential use by right on these sites for housing developments in which at least 20 percent of the units are affordable to lower income households. This only applies to 4 lower-income sites outside the FPASP since sites within the FPASP are vacant and were only included in one previous housing element.

Potential Constraints

All parcels (or portions of parcels) included in the inventory were reviewed to confirm vacancy status, ownership, adequacy of public utilities and services, possible environmental constraints (i.e., wetlands, flood zones, fire risk, and steep slopes), and other possible constraints to development feasibility. Environmental constraints are shown on Figure C.1-2 (see Attachment C.1). Any constraints found are noted in Table C.1-1 (see Attachment C.1).

Most sites in the inventory do not have known constraints. No sites included in the inventory are constrained by wetlands. Three sites are located within flood zones. Two sites within the transit priority areas are located within the 500-year flood zone: the Glenn Station site (APN 071-0020-078) and a small site within the Historic District (APN 070-0051-032). The 500-year flood zone is considered a moderate to low risk area and

no special development standards are required for development within these zones. A portion of the site identified at 790 Hana Way (APN 072-0031-024), along the East Bidwell corridor, is located within the 100-year flood zone (FEMA AE zone). However, the majority of the site is located outside of the 100-year flood zone. The first habitable floor of new buildings constructed on the site, adjacent to the 100-year flood zone, must be elevated to 289 feet above sea level (two feet above the base flood elevation of approximately 287 feet above sea level).

Several sites identified are located in areas of moderate to high fire risk. However, there are no constraints to development within these areas. All development would meet the adopted building code which includes requirements for fire-resistant building materials. Developments would also be reviewed by the City Fire Department to confirm access requirements are met.

One site identified in the inventory at 2800 Iron Point Road (APN 072-0270-124) has steep slopes. Although slopes on the site do not exceed 30 percent, substantial grading would be required to support housing development. In order to reflect the realistic development capacity of the site, the inventory only assumes development at 60 percent of the maximum allowable density. This would allow for grading of the site and the construction of retaining walls necessary to accommodate housing on the site.

Underutilized Sites

The sites inventory includes a mix of vacant and underutilized sites. The majority of lower-income sites, 77 percent, are vacant. Although 23 percent of identified sites are underutilized, the small proportion limits the potential for existing uses to impede residential development. Underutilized sites included in the inventory for lower-income housing have been vetted by City staff and have been deemed available for multifamily development, see additional details in Attachment C.2. The inventory applies assumptions for redevelopment potential on underutilized sites, based on current tenant improvements, market trends, and the age and condition of buildings. The City has recently approved several affordable housing developments on underutilized sites, including the projects listed below and anticipates further redevelopment of underutilized sites.

- **Bidwell Pointe Mixed-Use Project** – a 140-unit mixed use project (approved 2018), with 100-units deed-restricted as affordable at 125 East Bidwell Street, an underutilized site previously occupied by the Folsom Cordova Unified School District main district office building.
- **Bidwell Place Affordable Apartments** – a 75-unit deed-restricted affordable apartment project approved (2020) at 403 East Bidwell Street, an underutilized site partially developed for parking for the adjacent Bank of America.
- **Scholar Way Affordable Senior Apartments** – a 110-unit senior affordable apartment project approved (2020) at 89 Scholar Way, an underutilized site partially developed as The Church of Jesus Christ Latter-day Saints.
- **Bidwell Studios** – a 25-unit affordable apartment project approved (2020) at 501 East Bidwell Street, an underutilized site occupied by the Folsom Lodge Motel. The project would convert the existing Folsom Lodge Motel into studio apartment units.

Mixed Use Sites

The sites inventory also identifies sites designated for commercial or mixed use land uses but allow for multifamily residential development. Fifty-eight percent of lower-income capacity is on sites that are designated for mixed use. Most of the sites designated as mixed-use are located in the FPASP and within the East Bidwell Mixed Use Overlay. The FPASP allocates residential units for mixed use and commercial sites, while also accounting for commercial development on a portion of the sites. Because these units are planned for in the Specific Plan, it is unlikely that units would not be built.

The East Bidwell Mixed Use Overlay allows sites to be built with a mix of residential and commercial uses, with 100 percent residential, or with 100 percent commercial. Sites identified in the East Bidwell Mixed Use Overlay have been vetted through property owner outreach conducted during the housing element update process to identify the sites with the best opportunity for residential development. The assumed capacity of the sites inventory reflects the potential for commercial development to also occur along the corridor.

For larger sites identified in the East Bidwell Mixed Use Overlay, the sites inventory only assumes residential development on a portion of the site, based on property owner consultation and site conditions. The other portion of each site is expected to be built with commercial uses. This is reflected in the assumed capacity for the sites.

The smaller sites identified within the East Bidwell Mixed Use Overlay are those considered most suitable for residential development, based on site conditions, the existing uses, and recent residential development trends. In addition, the inventory applies assumptions for the potential for residential redevelopment on underutilized sites. Several recent multifamily affordable housing projects have been approved in the East Bidwell Mixed Use Overlay and the City anticipates further development of this area. For example, Bidwell Pointe, Bidwell Place, Scholar Way Apartments, and Bidwell Studios (described above) are projects recently approved for affordable housing within the East Bidwell Mixed Use Overlay. For these reasons, the mixed use sites included in the sites inventory are considered appropriate to accommodate lower-income housing.

3.1.2 PLANNED OR APPROVED PROJECTS

There are several residential projects that have either been approved or are in the planning process and are expected to be built during the RNHA projection period (June 30, 2021, through August 31, 2029). Table C-33 shows the inventory of approved projects and planned projects (application under review) within the city of Folsom. For each project, the table shows the name of the development, APN(s), location, acreage of the site, number of units by income, project status, and additional notes. Figure C.1-1 (see Attachment C.1) shows the city-wide inventory, including all approved and planned projects.

Only projects with deed-restricted affordable units are counted toward the lower-income RHNA. Projects that include market-rate multifamily are assumed to meet the moderate-income RHNA based on the analysis of market rate rents in other recently built multifamily developments. Projects that include market-rate single-family units are assumed to meet the above-moderate-income RHNA.

As shown in Table C-33, there are a total of 5,369 units in planned and approved projects including: 129 very low-income units, 216 low-income units, 1,209 moderate-income units, and 3,815 above moderate-income units.

TABLE C-33: PLANNED AND APPROVED PROJECTS, CITY OF FOLSOM, 2021

Name of Development	Assessor Parcel Number (APN)	Address	Land Use Designation	Acreage	Total Number of Units	Very Low-Income Units	Low-Income Units	Moderate-Income Units	Above Moderate-Income Units	Status as of June 30, 2021	Notes
Canyon Terrace Apartments	213-0060-025	1600 Canyon Terrace Lane	MMD	16.96	96		10	86		Approved on July 9, 2019	Expansion of an existing apartment complex including 10 deed restricted low-income units as required per the development agreement.
Bidwell Place Affordable Apartments	071-0190-060; 071-0190-061	403 E. Bidwell Street	MU	3.44	75	8	67			Approved on May 6, 2020	75-unit deed restricted affordable apartment project proposed by St. Anton Communities (includes 4 extremely low-income units - 30% of the area median income).
Revel Active Adult Apartments	072-2680-011	2075 Iron Point Road	RCC	6.02	166			166		Approved on June 20, 2018	166-unit independent living community for residents aged 55 and over including 54 two-bedroom units, 99 one-bedroom units, and 13 studio units. Independent living units are reported as housing units to the California Department of Finance.
Scholar Way Affordable Senior Apartments	072-0270-102	89 Scholar Way	MHD	4.2	110	76	34			Approved on November 18, 2020	110-unit senior affordable apartment community proposed by USA Properties on the Church of Jesus Christ of Latter-day Saints property.
Folsom Station - Granite House	070-0052-024	Sutter Street	HF	0.48	30			6	24	Approved on June 6, 2007	Mixed use development including 30 one- and two-bedroom loft units ranging from 672 square feet to 1,185 square feet in size.
Folsom Station - Leidesdorff Building	070-0052-022	825 Leidesdorff Street	HF	0.36	13				13	Approved on June 6, 2007	Mixed use development including 13 loft units ranging from 733 square feet to 1,125 square feet in size.
Folsom Station - Sutter Row	070-0052-026	Sutter Street	HF	0.55	17				17	Approved on June 6, 2007	Mixed use development including 17 loft units ranging from 856 square feet to 1,686 square feet in size.
Mangini Ranch Phase 1	Various	134; 150; 153; 154	SFHD; MLD	192.04	337				337	Approved on June 25, 2015	Estimated construction completion 2024
Creekstone	Various	143	MLD	7.79	71				71	Approved on May 26, 2020	Estimated construction completion 2023; Developed as single family homes
Mangini Ranch Phase 2	Various	82A; 82B-2; 83; 84	SFHD; MLD	53.53	545				545	Approved on February 13, 2018	Estimated construction completion 2025
Rockcross	Various	79B	MLD	17.18	118				118	Approved on July 14, 2020	Estimated construction completion 2023; Developed as single family homes
White Rock Springs Ranch	Various	214; 215A; 215B; 215C; 217	SF; SFHD	100.34	395				395	Approved on March 22, 2019	Estimated construction completion 2024
Carr Property	Various	129	SF; SFHD	5.67	24				24	Approved on June 28, 2016	Estimated construction completion 2023
Russell Ranch	Various	270A; 270B; 270C	SF; SFHD; MLD	214.25	960				960	Approved on June 28, 2016	Estimated construction completion 2026; 1,027 total units approved
Broadstone Estates	Various	SF 89A; SF 89B	SF	23.94	81				81	Approved on June 28, 2016	Estimated construction completion 2026
Folsom Heights	Various	236; 237; 238	SF; SFHD	97.46	407				407	Approved on July 11, 2017	Estimated construction completion 2028
Enclave at Folsom Ranch	Various	78; 79A	MLD	75.17	111				111	Approved on November 8, 2016	Estimated construction completion 2023; Private, gated residential neighborhood of 111 single-family units.
Toll Brothers at Folsom Ranch	Various	167; 170; 171A; 171B; 246	SF; SFHD; MLD	314.30	804			92	712	Approved on March 10, 2020	Estimated completion 2026; Approved 1,225-unit residential subdivision with 167 attached townhome units and 1,058 single-family units; 804 units mapped.
Alder Creek Apartments	072-3670-012; 072-3670-011	Old Ranch Way	SP-MHD	10.8	265				265	Approved on February 23, 2021	265-unit market rate apartment complex proposed within the FPASP (Parcels 828-1 and 151).
Avenida Senior Apartments	072-2270-006	115 Healthy Way	RCC	6.89	154				154	Approved on June 15, 2020	154-unit market-rate senior multifamily apartment community including 93 one-bedroom and 61 two-bedroom units.
Mangini Ranch Apartments	072-3380-005	MHD 138	MHD	9.26	278				278	Approved on May 5, 2021	A market-rate 278-unit multifamily development proposal from Van Daele Homes for FPASP Parcel 138.

TABLE C-33: PLANNED AND APPROVED PROJECTS, CITY OF FOLSOM, 2021

Name of Development	Assessor Parcel Number (APN)	Address	Land Use Designation	Acreage	Total Number of Units	Very Low-Income Units	Low-Income Units	Moderate-Income Units	Above Moderate-Income Units	Status as of June 30, 2021	Notes
Bungalows	072-3380-027	MMD 137	MMD	9.46	160			160		Approved on June 2, 2021	A market-rate 160-unit residential development proposal from Van Daele Homes for FPASP Parcel 137.
Mangini Place	portion of 072-3370-007	MU 148	MU	5.02	152	45	105	2		Under review; Application received December 28, 2020	A 152-unit affordable multifamily project from St. Anton Communities for FPASP Parcel 148.
Total				1,175.12	5,369	129	216	1,209	3,815		

Source: City of Folsom, 2021

3.1.3 VACANT AND UNDERUTILIZED SITES

This section describes the vacant and underutilized sites available to meet the RHNA. The inventory includes sites from several different geographic areas of the city. This section describes the characteristics of each area, the land suitable to accommodate residential development and the unit capacity for each income level. All vacant and underutilized sites identified in the inventory are shown in Table C.1-1 and Figure C.1-1 (see Attachment C.1). Sites identified for multifamily high density housing suitable to accommodate lower-income housing needs are described in further detail in Attachment C.2.

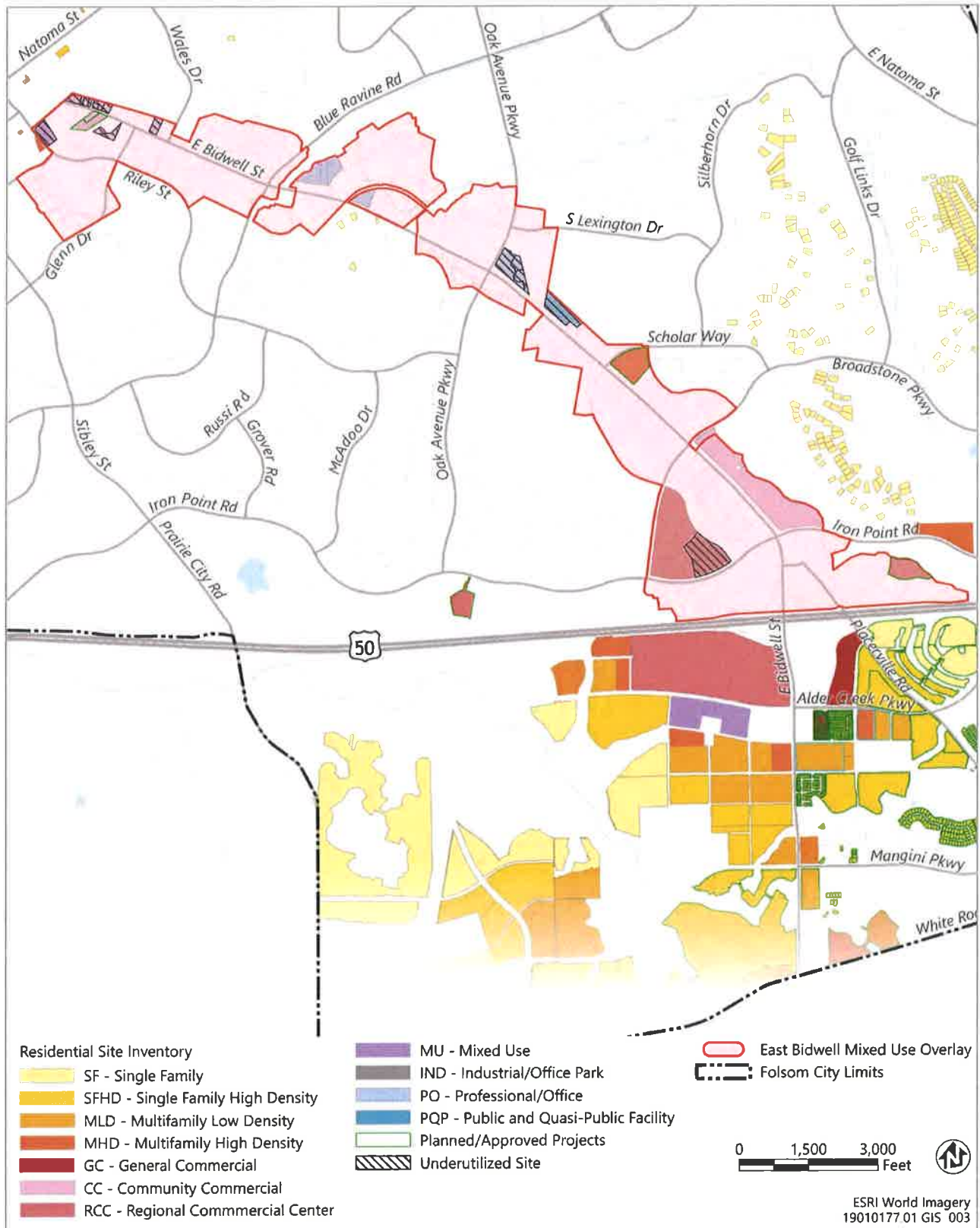
East Bidwell Corridor Housing Sites

The General Plan Update, adopted in 2018, created the East Bidwell Mixed Use Overlay to increase development opportunities along East Bidwell Street between Coloma Street and U.S. Highway 50, as shown in Figure C-27. The General Plan provides standards for mixed use development allowing 20 – 30 dwelling units per acre or a floor area ratio of 0.5 to 1.5. Appropriate uses include multifamily housing, shops, restaurants, services, and offices. Policy LU 3.1.5 encourages new development along the corridor including both horizontal and vertical mixed-use with an emphasis on medium- and higher-density housing.

During the housing element update process, City staff contacted property owners to assess residential development potential along the corridor. The City was selective in determining which sites should be included in the inventory. The inventory includes vacant land and underutilized land.

The following is a description of land available for residential development within each of the four districts along the East Bidwell corridor: the Central Commercial District, the Creekside District, the College District, and the Broadstone District.

FIGURE C-27: MAP OF EAST BIDWELL CORRIDOR SITES



Central Commercial District

The Central Commercial District stretches from Coloma Street to Blue Ravine Road and encompasses older commercial establishments. This area is characterized by strip mall developments, big box retail, services, and gas stations. General Plan Policy LU 3.1.6 encourages mixed-use projects that create a walkable, vibrant district. It is expected that this area of East Bidwell Street will continue to be redeveloped and transformed with new residential and mixed use development, especially as the economic impacts of the coronavirus pandemic transform the retail sector.

This area has seen a significant increase in redevelopment of underutilized sites with affordable housing development in recent years, including Bidwell Pointe (constructed in 2018), Bidwell Place (approved in 2020), and Bidwell Studios, a planned conversion of the Folsom Lodge Motel to affordable housing (approved in 2020 and currently (2021) under construction). In addition, the City applied for funding in 2020 to construct sidewalks on Riley Street between Sutter Street and Bidwell Street to improve pedestrian connectivity between the Central Commercial District and the Historic District.

The sites inventory includes the planned affordable housing development: Bidwell Place (see Table C-33). The inventory also identifies several underutilized sites appropriate for residential development. These sites have been vetted to determine suitability for residential development. One of the sites is owned by the Folsom Cordova Unified School District (FCUSD). The school district has expressed an intent to sell the property and would provide first right of refusal to affordable housing developers in accordance with Government Code Section 54222. There are four other underutilized sites included in the inventory. These sites were identified based on current tenant improvements, market trends, and the age and condition of buildings.



Folsom Cordova Unified School District Site

While this area has redevelopment potential, not all of the underutilized sites are expected to redevelop with housing during the planning period, given that the sites also allow for commercial development. The inventory assumes that only 25 percent of the sites would be redeveloped with housing during the planning period, which is essentially equivalent to one of the four identified sites redeveloping with housing. This is reflected in the capacity calculation for each site. With the exception of one site, the capacity analysis for these sites is based on the assumption that the existing uses would be replaced with new residential development. The East Bidwell Mixed Use Overlay allows for stand-alone residential development and as described above; several recent affordable housing projects have recently been approved on underutilized sites in this area. Based on the allowed uses and recent market trends, the inventory assumes 100 percent residential development on the underutilized sites. For the Folsom Lake Bowl parking lot site, the existing bowling alley and barber shop are anticipated to remain. The site has been identified because there is additional capacity for infill development on the undeveloped portion of the site.



Underutilized site in the Central Business District (Source: Google, April 2019)

Sites identified for residential development in the Central Commercial District are reflected in Figure C-28. The sites inventory identifies 9.6 acres of vacant and underutilized land in this area, and based on the assumptions described above, assumes a realistic capacity of 124 lower-income units within the planning period (see Table C-34). Additional details describing the existing uses on the site are included in Attachment C.2.

FIGURE C-28: MAP OF EAST BIDWELL CORRIDOR – CENTRAL COMMERCIAL DISTRICT



Creekside District

The Creekside District stretches from Blue Ravine Road to Oak Avenue Parkway and primarily consists of medical and office professional uses centered around Mercy Hospital Folsom. General Plan Policy LU 3.1.7 encourages development of medical offices, housing, and retail and service uses to create a medical and assisted living district.

The sites inventory includes two vacant sites within the Creekside District. The vacant site located at 1571 Creekside Drive, on the north corner of East Bidwell Street and Creekside Drive, behind existing retail, is suitable for housing development. The City has received interest from an affordable housing developer to construct multifamily units on the Creekside Drive site and anticipates an application in the near future. In addition, a vacant site located at 790 Hana Way is also available for multifamily development. Sites identified for residential development in the Creekside District are reflected in Figure C-29.

The sites inventory includes 10.1 acres in this area with a realistic capacity for 216 lower-income units (see Table C-34).

College District

The College District expands from Oak Avenue Parkway to Scholar Way. Folsom Lake College is a defining feature of the district. General Plan Policy LU 3.1.8 encourages a vibrant, walkable district with student and faculty housing, retail, and daily service uses for students, faculty, and staff.

The sites inventory assumes development of the parcels owned by Lakeside Church, located at 745 Oak Avenue Parkway, northwest of the Folsom Lake College campus. The parcels consist of vacant land, a parking lot, and overhead powerlines. The inventory only includes the vacant portions of the site and excludes the areas occupied by the existing parking lot and overhead powerlines (APN 072-1310-012; a portion of APN 072-1310-011; and a portion of APN 072-1310-010). The site would require a lot split and reconfiguration.

The sites inventory also includes a site on the Folsom Lake College campus (APN 072-0270-023). The site includes a portion of the College property fronting on East Bidwell Street included within the East Bidwell Mixed Use Overlay, near the campus entrance. During the housing element update process, the City contacted Los Rios Community College District to discuss potential housing opportunities at the site. Although no plans for housing are currently included in the campus master plan, the District has indicated interest in continuing conversations with the City about the potential for residential development on the College property. As outlined in Housing Element Program H-2, the City will continue to collaborate with property owners, including the community college district, to pursue housing opportunities.

Sites identified for residential development in the College District are reflected in Figure C-30. The sites inventory identifies 13.2 acres in this area with a realistic capacity for 356 lower-income units (see Table C-34).

FIGURE C-29: MAP OF EAST BIDWELL CORRIDOR – CREEKSIDO DISTRICT





FIGURE C-30: MAP OF EAST BIDWELL CORRIDOR – COLLEGE DISTRICT



Broadstone District

The Broadstone District stretches from Scholar Way to the U.S. Highway 50 interchange and encompasses the City’s newest shopping and entertainment district, including the Palladio. General Plan Policy LU 2.1.2 encourages an emphasis on high-density residential and pedestrian- and bicycle-friendly development to support a vibrant gathering place for the community.

Several developments have recently occurred in the district, including a 293-unit apartment complex located on Broadstone Parkway, Talavera Ridge, which includes six (6) extremely-low income units and was built in 2019/2020. As shown in Table C-33, a development proposal for Scholar Way Affordable Senior Apartments, a 110-unit affordable development, was approved by the City in November 2020.

Although much of the district has been built out in recent years, and most remaining vacant sites are currently (2020) proposed for development, potential for development of remaining vacant sites and redevelopment of some areas exists. The inventory includes the 43.99-acre site located directly west of the Palladio. The site encompasses three parcels and includes the existing Kaiser Permanente Folsom Ambulatory Surgery Center as well as the surrounding vacant land. A previous entitlement for hospital development proposed by Kaiser Permanente on the site has expired and the site remains vacant and is suitable for residential development. The site is located near daily services, transit, and employment uses. In addition, Program H-2 included in the Housing Element commits the City to ongoing coordination with property owners in the East Bidwell Corridor, including Kaiser Permanente. Considering site size and the potential for non-residential development, the inventory assumes approximately 25 percent of the site, or 10 acres, would be developed for lower-income housing within the planning period.



Vacant land surrounding the Kaiser Permanente Folsom Ambulatory Surgery Center

The inventory also includes the 37.18-acre site just north of East Bidwell Street, along Cavitt Drive. The site is adjacent to the recently constructed Talavera Ridge apartment complex and is owned by Elliot Homes who has indicated interest in some multifamily residential development on the site. The inventory assumes 10 acres would be developed for lower-income housing within the planning period.

Sites identified for residential development in the Broadstone District are reflected in Figure C-31. In addition to the planned and approved projects, the inventory assumes 20 acres with a realistic capacity for 540 lower-income units (see Table C-34).

Summary

Table C-34 shows the inventory of housing sites identified along the East Bidwell corridor. The inventory identifies 52.9 acres with a realistic capacity of 1,236 lower-income units. Housing Element Program H-2 commits the City to continue coordinating with property owners in the East Bidwell corridor to identify opportunities for residential development. In addition, Housing Element Program H-2 would increase residential capacity by increasing densities along the East Bidwell corridor.

FIGURE C-31: MAP OF EAST BIDWELL CORRIDOR – BROADSTONE DISTRICT





TABLE C-34: EAST BIDWELL CORRIDOR HOUSING SITES, CITY OF FOLSOM, JUNE 2021

Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acres	Maximum Allowed Residential Density	Maximum Units	Expected Density	Realistic Capacity for Lower Income Units	Notes
CENTRAL COMMERCIAL DISTRICT									
071-0190-093*	955 Riley St.	MU	MU	2.94	30	88	27	79	FCUSD Site; Inventory assumes 100% build out during planning period, based on property owner input.
071-0190-048	511 E. Bidwell St.	CC - EBMU	C-2	0.54	30	16	27	4	Total area of APN 071-0190-048 is 2.04 acres; Inventory only includes vacant area behind Folsom Lake Bowl and the entire adjacent parcel (APN 071-0320-026 - existing parking lot); commercial component would remain. Underutilized site - inventory assumes 25% build out during planning period.
071-0320-026				1.06	30	32	27	7	
<i>Subtotal</i>				1.6		48		11	
071-0082-016	300 E. Bidwell St.	CC - EBMU	C-2	1.02	30	31	27	7	Strip Mall between Coloma St and Rumsey Way - Underutilized site - 25% build out during planning period
071-0082-015	314 E. Bidwell St.			0.25	30	8	27	2	
071-0082-017	320 E. Bidwell St.			0.45	30	14	27	3	
071-0082-012	330 E. Bidwell St.			0.27	30	8	27	2	
<i>Subtotal</i>				1.99		61		13	
071-0083-012	402 E. Bidwell St.	CC - EBMU	C-2	0.29	30	9	27	2	Strip Mall between Rumsey Way and Market St - Underutilized site - 25% build out during planning period
071-0083-011	404 E. Bidwell St.			0.63	30	19	27	4	
071-0083-010	412 E. Bidwell St.			0.74	30	22	27	5	
<i>Subtotal</i>				1.66		50		11	
071-0360-013	616 E. Bidwell St.	CC - EBMU	C-2	1.41	30	42	27	10	Snowline Hospice Thrift Store - Underutilized site - 25% build out during planning period
Subtotal - Central Commercial District				9.6		289		124	

TABLE C-34: EAST BIDWELL CORRIDOR HOUSING SITES, CITY OF FOLSOM, JUNE 2021									
Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acres	Maximum Allowed Residential Density	Maximum Units	Expected Density	Realistic Capacity for Lower Income Units	Notes
CREEKSIDE DISTRICT									
071-0040-161	1571 Creekside Dr.	PO - EBMU	BP (PD)	2.79	30	84	19.5 (see notes)	150	Creekside (Cummings) Site; Unit count based on a potential affordable housing project proposed by an affordable housing developer.
071-0040-162	1591 Creekside Dr.			2.1		63			
071-0040-163	1575 Creekside Dr.			2.82		85			
<i>Subtotal</i>				7.71		232		150	
072-0031-024	790 Hana Way	PO - EBMU	BP (PD)	2.43	30	73	27	66	500-yr flood zone; AE flood zone
Subtotal – Creekside District				10.14		305		216	
COLLEGE DISTRICT									
072-1310-012	701 Oak Avenue Pkwy	PO - EBMU	BP (PD)	4.46	30	134	27	120	Lakeside Church - inventory only includes vacant portions of sites excluding areas constrained by existing parking lot and overhead powerlines - would require lot split and reconfiguration. APN 072-1310-012 total size is 4.48 acres; APN 072-1310-011 total size is 4.2 acres; APN 072-1310-010 total size is 4.79 acres
portion of 072-1310-011	741 Oak Avenue Pkwy			1.34	30	40	27	36	
portion of 072-1310-010	731 Oak Avenue Pkwy			1.58	30	47	27	43	
<i>Subtotal</i>				7.38		221		199	7.37 of developable land
portion of 072-0270-023	100 Scholar Way	PQP - EBMU	A-1-A	5.81	30	174	27	157	Folsom Lake College (151.14-acre parcel) - The inventory only includes 5.81 acres of developable land within the EBMU overlay.
Subtotal – College District				13.18		395		356	

TABLE C-34: EAST BIDWELL CORRIDOR HOUSING SITES, CITY OF FOLSOM, JUNE 2021

Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acres	Maximum Allowed Residential Density	Maximum Units	Expected Density	Realistic Capacity for Lower Income Units	Notes
BROADSTONE DISTRICT									
072-0270-155	1565 Cavitt Drive	CC - EBMU	C-2	10	30	300	27	270	Total parcel size is 37.18 acres; vacant site; assumed 10 acres of residential development.
072-1190-128	Broadstone Pkwy								Kaiser Site (43.99-acre site) - 38.05 acres of the site are vacant; assumed 10 acres of residential development. APN 072-1190-128 total size is 23.73 acres; APN 072-1190-129 total size is 7.9 acres; APN 072-1190-130 total size is 12.36 acres.
072-1190-129	2376 Iron Point Rd								
072-1190-130	285 Palladio Pkwy	RCC - EMBU	C-3 (PD)	10.00	30	300	27	270	
Subtotal				10.00		300		270	
Subtotal - Broadstone District				20.00		600		540	
Total East Bidwell Corridor Sites				52.93		1,589		1,236	

*APN 071-0190-093 is an underutilized site and was identified in the 5th cycle sites inventory. Per Housing Element Policy H-3.7, the City will allow developments that include at least 20 percent affordable units by-right.

Source: Ascent, 2020; City of Folsom, 2020

Transit Priority Area Opportunity Sites

The Folsom 2035 General Plan Update highlighted the SACOG Transit Priority Areas within one-half mile of the City's three light rail stations, consistent with the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy prepared in 2016. The General Plan outlines several land use policies to encourage transit-oriented development and a variety of housing around transit stations, including Policies LU 4.1.1 and LU 4.1.2.

The sites inventory assumes residential development on several sites located within the SACOG Transit Priority Areas. Most of these are smaller, single-family designated sites within the City's Historic District, which are included in the inventory of moderate- and above-moderate income sites. Two multifamily high density sites appropriate for lower-income housing are located in close proximity to the light rail stations. The light rail parking lot at the Glenn/Robert G Holderness Station (2.73 acres) is a City-owned lot suitable for high density transit-oriented development. The City, in coordination with SACOG, analyzed the development potential of the site in the Transit-Oriented Development Action Plan prepared by SACOG. Housing Element Program H-15 calls for the City to pursue opportunities to support an affordable developer in constructing lower-income housing on the site. In addition, the Leidesdorff site consists of three vacant parcels located on Leidesdorff Street in the Historic District (2.64 acres) suitable for lower-income housing.

The sites inventory identifies a realistic capacity of 145 lower-income units within the SACOG Transit Priority Areas. Lower-income housing opportunity sites within the Transit Priority Areas are identified in Table C-35 and Figure C-32.



Existing parking lot at Glenn/Robert G Holderness Station



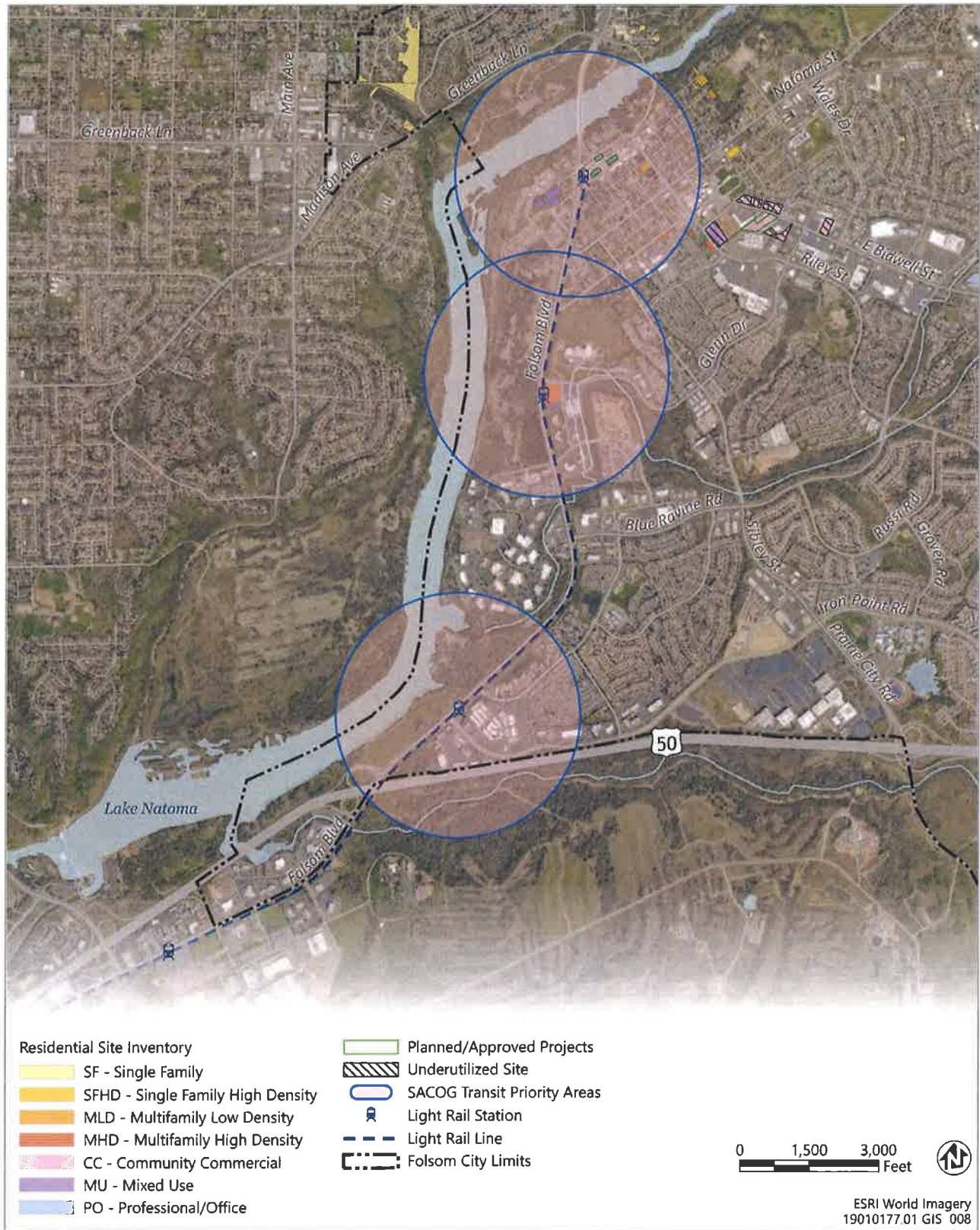
TABLE C-35: TRANSIT PRIORITY AREA LOWER-INCOME HOUSING SITES, CITY OF FOLSOM, JUNE 2021

Site Name	Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acres	Maximum Allowed Residential Density	Maximum Units	Expected Density	Realistic Capacity for Lower Income Units
Leidesdorff Site*	070-0042-002	1118 Sutter St	HF	HD	0.65	30	19	27	17
	070-0046-024	1108 Sutter St	HF	HD	0.70	30	21	27	19
	070-0046-026	Leidesdorff St	HF	HD	1.29	30	39	27	35
Glenn Station Site*	071-0020-078	1025 Glenn Dr	MHD	SP 93-2 (R-4)	2.73	30	82	27	74
Total Transit Priority Area Lower-Income Sites					5.37		161		145

*Sites included in two consecutive previous planning periods (4th and 5th cycle inventories). Per Housing Element Policy H-3.7, the City will allow developments that include at least 20 percent affordable units by-right.

Source: Ascent, 2020; City of Folsom, 2020

FIGURE C-32: MAP OF SACOG TRANSIT PRIORITY AREAS



Although no residential units located within the Iron Point Station Transit Priority Area are identified in the sites inventory for the planning period, the City has initiated discussions with the owner of the Folsom Premium Outlets regarding the potential for housing at the outlets. While there are no foreseeable plans for housing at this time, representatives from the ownership group expressed interest in continuing to explore the potential for future housing development at the Folsom Premium Outlets. As outlined in Housing Element Program H-2, the City will coordinate with property owners in transit priority areas, including the Folsom Premium Outlets to support transit-oriented multifamily housing development. This site could be added to the inventory in the future should an opportunity for housing be identified.

Additionally, Housing Element Program H-2 commits the City to identifying appropriate sites to increase residential densities in Transit Priority Areas. As part of the City's comprehensive zoning code update, the City will develop and adopt appropriate development standards for transit-oriented development, as outlined in Housing Element Program H-3. This program will provide additional capacity for lower-income housing units at opportunity sites, such as the existing light rail parking lot site at Glenn Station.

Folsom Plan Area Specific Plan Housing Sites

The FPASP is a 3,510-acre comprehensively planned community that creates new community development patterns based on the principles of Smart Growth and Transit Oriented Development. The FPASP was approved in 2011, and development is underway in the area. Tentative subdivision maps have been approved for the following projects, as of October 2020:

- **Folsom Heights:** A 530-unit residential project, located along the eastern boundary of the plan area, approved on July 11, 2017. The 407 single family and single family high density units have been mapped. The remaining 123 multifamily low density units have not been mapped. The project is anticipated for completion in 2028.
- **White Rock Springs Ranch:** A 139-acre residential project approved on March 22, 2016 consisting of 395 single family units. All units have been mapped and are estimated for completion in 2024.
- **Carr Property:** A 28-unit single family residential project, approved on June 28, 2016. All units have been mapped and construction is underway. Building permits for 4 units have been pulled prior to the projection period and the remaining 24 units are anticipated for completion in 2023.
- **Russell Ranch:** A 1,027-unit residential project on 437.6 acres in the eastern portion of the plan area, approved on March 13, 2018. 852 single-family units have been mapped and construction is underway. Building permits for 67 units have been pulled prior to the projection period. The remaining 960 units are anticipated for completion in 2026.
- **Broadstone Estates:** A 81-unit single family subdivision along the northern boundary of the plan, approved on June 28, 2016. All units have been mapped and are estimated for completion in 2026.
- **Mangini Ranch Phase 1:** A 1,815-unit residential project consisting of single family, multifamily, and mixed use housing, approved on June 25, 2015. Of the single-family units, 24 included a multi-generational suite (see further detail on multi-generational housing under Accessory Dwelling Units below). 872 single family and

multifamily units have been mapped and building permits for 535 units have been pulled. The remaining 337 units are estimated for completion in 2024.

- Creekstone: A 71-unit single family development, located within Mangini Ranch Phase 1, was approved and mapped on May 26, 2020. The project is estimated for completion in 2023.
- Mangini Ranch Phase 2: A 901-unit residential project consisting of single family and multifamily housing, approved on February 13, 2018. 545 units have been mapped. The project is anticipated for completion in 2025.
- Rockcross: A 118-unit single family development, located within Mangini Ranch Phase 2, was approved and mapped on July 14, 2020. The project is estimated for completion in 2023.
- The Enclave at Folsom Ranch: A private, gated residential neighborhood of 111 single-family units approved on November 8, 2016. All units are mapped, and site improvements are underway. The project is anticipated for completion in 2023.
- Toll Brothers at Folsom Ranch: A 1,225-unit residential subdivision including both active adult and traditional housing, approved on March 10, 2020. The majority of the project is single family (1,058 units). Two multifamily low density sites, located within the project, will be constructed with 167 attached townhouse units. Of the 1,225 total units, 804 units have been mapped and are estimated for completion in 2026.

Although the majority of approved development to-date has consisted of single-family homes, several multifamily projects are in the planning stages and are anticipated to be developed during the planning period. The City has recently approved an application for Alder Creek Apartments, a 265-unit market rate apartment complex and has received two applications for an additional 278-unit apartment complex and a 160-unit bungalow development from Van Daele Homes. The City also recently received an application for a 152-unit affordable housing development from St. Anton (see Table C-33).

The backbone infrastructure for the FPASP area was completed in 2018, as described in the “Adequacy of Public Facilities and Infrastructure” section below, and several of the recently approved residential developments have already been completed or are currently under construction. Development of the FPASP will depend on market demand, but the FPASP development group expects the completion of an average of 600 single family units per year, during the planning period. Although buildout of the plan may extend beyond the planning period, the sites are anticipated to be available within the planning period. This is particularly true of multifamily high density sites which are located along major arterials where infrastructure would be available.

Based on the specific plan allocations by zone, the sites inventory identifies vacant land available for 1,344 lower-income units, 2,615 moderate-income units, and 2,190 above-moderate income units within the FPASP. Table C-36 and Figure C-33 show the inventory of housing sites identified for residential development in the FPASP. Additional details of sites identified in the FPASP are shown in Table C.1-1 (see Attachment C.1).

FIGURE C-33: MAP OF FOLSOM PLAN AREA SPECIFIC PLAN

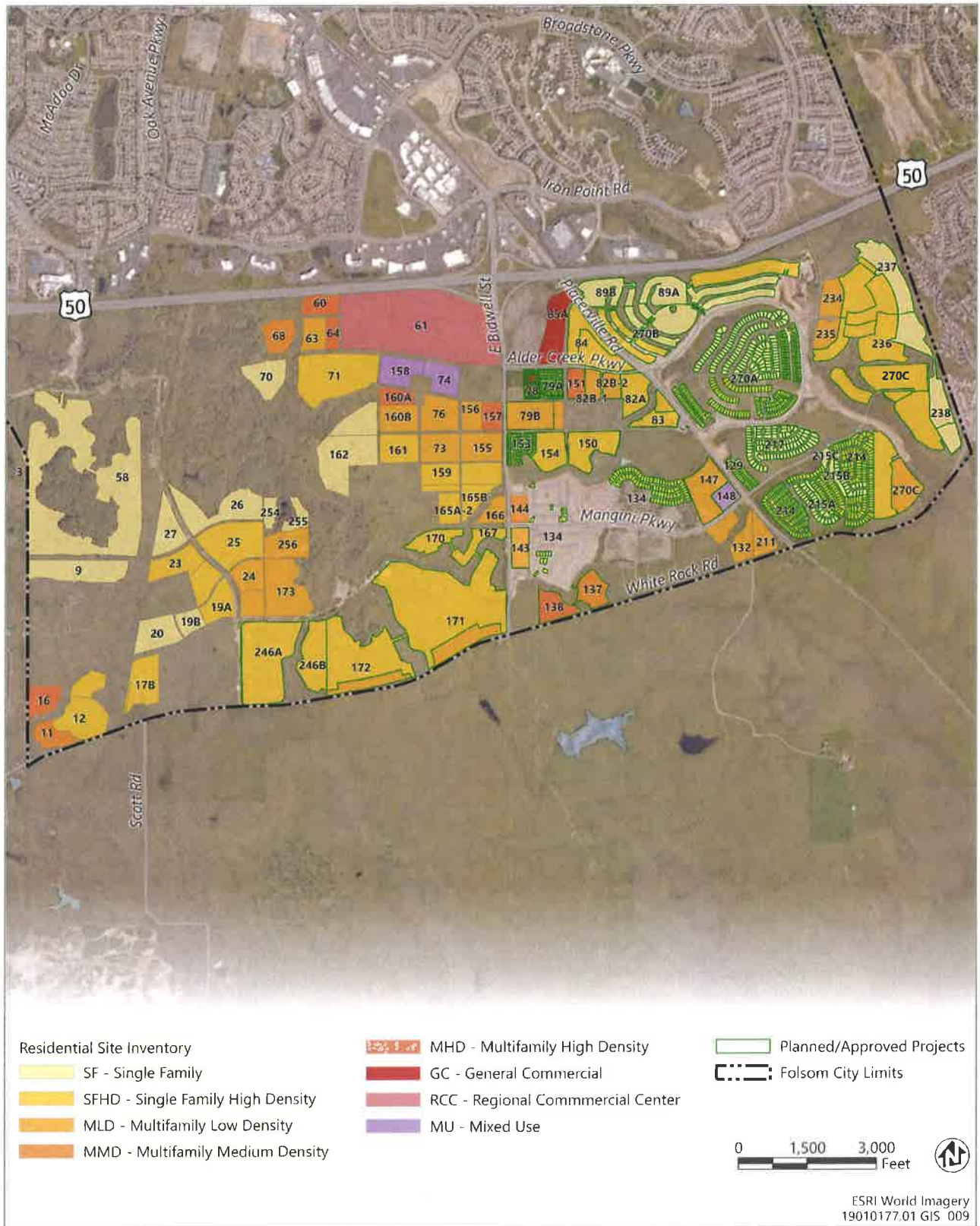


TABLE C-36: FOLSOM PLAN AREA SPECIFIC PLAN VACANT HOUSING SITES, CITY OF FOLSOM, JUNE 2021

Land Use Designation	Zoning Designation	# of Sites	Acres	Maximum Allowed Residential Density	Lower Income Units	Moderate-Income Units	Above Moderate-Income Units	Notes
SF - Single Family	SP-SF	11	252.43	4	-	-	833	
SFHD – Single Family High Density	SP-SFHD	11	234.94	7	-	-	1,357	
MLD – Multifamily Low Density	SP-MLD	16	182.75	12	-	1,657	-	
MMD – Multifamily Medium Density	SP-MMD	4	23.44	20	-	440	-	
MHD – Multifamily High Density	SP-MHD	5	34.22	30	836	-	-	
GC – General Commercial	SP-GC	1	14.30	Various – see notes	221	122	-	Per MAM approved 3/17/2020 - 8.2ac and 221 dwelling units of MHD housing; 6.1ac and 122 units of MMD housing
RCC – Regional Commercial Center	SP-RCC	1	42.40	Various – see notes	156	396	-	Per MAM approved 3/17/2020 - 7.5ac and 156 dwelling units of MHD Housing; 9.9ac and 198 units of MMD housing; 25.0ac and 198 units of MLD
MU – Mixed Use	SP-MU	2	21.48	30	131	-	-	
Total Folsom Plan Area Specific Plan Sites			805.96		1,344	2,615	2,190	

Source: Ascent, 2020; City of Folsom, 2020

Additional Housing Sites

The sites inventory includes several other housing sites distributed throughout the city. Sites appropriate to accommodate the lower-income housing need include multifamily high-density sites along Iron Point Road, Folsom Auburn Road, and Riley Street. Table C-37 shows the additional housing sites identified to meet the lower-income RHNA. Other sites identified in the inventory consist of vacant subdivided single-family lots and small infill mixed use and multifamily sites, which are included in Table C.1-1 (see Attachment C.1).

The sites inventory identifies an additional 172.2 acres that can accommodate a realistic capacity of 491 lower-income housing units, 7 moderate-income housing units, and 337 above moderate-income housing units.

TABLE C-37: ADDITIONAL LOWER-INCOME HOUSING SITES, CITY OF FOLSOM, JUNE 2021									
Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acres	Maximum Allowed Residential Density	Maximum Units	Expected Density	Total Lower-Income Units	Notes
213-0071-006*	7071 Folsom Auburn Rd	MHD	R-1-ML	1.89	30	57	27	51	Choi Property – Water infrastructure is not currently available; however, the City has planned infrastructure improvements to construct a water supply main in 2021.
072-0270-124	2800 Iron Point Rd	MHD	R-4	11.52	30	346	18	207	Elliot Homes Iron Point Site. Steeply sloped, large site – Inventory assumes buildout at 60% of max. density consistent with 5 th cycle inventory.
072-1170-113	Iron Point Rd	RCC	SP 92-3	11.5	30	345	27	217	Total site size is 19.25 acres, of which 11.5 acres are developable. Proposed specific plan amendment to expand the Regional Commercial Center (RCC) land use designation to allow for multifamily residential as a permitted use, in conjunction with housing element adoption. Based on property owner input, we assume that 70 percent of the developable portion or 8 acres of the site would be developed as multifamily residential.
071-0190-076	Riley St	MHD	R-3	0.58	30	17	27	16	City-owned Site
Total Additional Sites				25.49		765		491	

*Vacant site included in two consecutive previous planning periods (4th and 5th cycle inventories). Per Housing Element Policy H-3.7, the City will allow developments that include at least 20 percent affordable units by-right.
 Source: Ascent, 2020; City of Folsom, 2020

Summary of Vacant and Underutilized Sites

As shown in Table C-38, vacant and underutilized sites provide capacity for 3,216 lower-income units (i.e., low- and very low-), 2,666 moderate-income, and 2,537 above-moderate-income units on vacant and underutilized sites.

TABLE C-38: SUMMARY OF VACANT AND UNDERUTILIZED SITES, JUNE 2021					
	Acreage	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Total Units
East Bidwell Corridor Sites	52.93	1,236	0	0	1,236
Transit Priority Area Sites	8.38	145	44	10	199
Folsom Plan Area Specific Plan Sites	805.96	1,344	2,615	2,190	6,149
Additional Housing Sites	172.15	491	7	337	835
Total	1,039.42	3,216	2,666	2,537	8,419

Source: City of Folsom, and Ascent, 2020.

3.1.4 ACCESSORY DWELLING UNITS

An ADU is an additional self-contained living unit, either attached to or detached from the primary residential unit on a single lot. It has cooking, eating, sleeping, and full sanitation facilities. ADUs can be an important source of affordable housing since they can be constructed relatively cheaply and have no associated land costs. ADUs can also provide supplemental income to the homeowner, allowing the elderly to remain in their homes or moderate-income families to afford houses.

Government Code Section 65583.1 states that a city or county may identify sites for ADUs based on the number of ADUs developed in the prior housing element planning period, whether or not the units are permitted by right, the need for ADUs in the community, the resources or incentives available for their development, and any other relevant factors.

From January 2013 through December 2017, the City of Folsom issued an average of approximately 5 ADU permits per year. In response to changes in State law that went into effect in 2018 making it easier and cheaper to build ADUs, the production of ADUs has increased in recent years, and in 2020 the City issued permits for 15 ADUs.

It is anticipated that the production of ADUs will continue to increase. The City Council adopted an update to the City's ADU ordinance in July 2020 to comply with recent changes in State law. Requirements of the new ADU ordinance are described in detail under the discussion on Land Available for a Variety of Housing Types, below. Based on these changes and previous ADU production trends, it is assumed that the production of ADUs will increase five-fold resulting in an average production of 24 ADUs per year during the planning period. This is equal to 194 ADUs during the projection period.

In order to determine assumptions of ADU affordability in the Sacramento region, SACOG conducted a survey of existing ADU rents throughout the region in January and February 2020. SACOG concluded that 56 percent of ADUs were affordable to lower-income households, as shown in Table C-39. These affordability assumptions have been pre-approved by HCD for use in the Housing Element. Based on these assumptions, it is

anticipated that of the total 194 ADUs anticipated in the projection period, 109 are assumed affordable to lower-income households, 83 to moderate-income households; and 2 to above moderate-income households.

TABLE C-39: AFFORDABILITY OF ACCESSORY DWELLING UNITS IN SACRAMENTO, PLACER, AND EL DORADO COUNTIES

Income Level	Percent of Affordable ADUs
Extremely Low	15%
Very Low	6%
Low	35%
Moderate	43%
Above Moderate	1%

Source: SACOG 2020.

Multi-Generational Housing in the FPASP

Several recent residential developments in the Sacramento region have constructed single-family housing products with attached multi-generational suites. These multi-generational houses are single-family homes that have a second separate living space, or suite, that is complete with, at minimum, a private entrance (in addition to a shared door with the main house), a bedroom, and a kitchen or kitchenette.

Home builders in the FPASP have produced multi-generational houses in recent developments constructed in 2019 and 2020, including construction of 24 units with multi-generational suites by Lennar and construction of over 35 units with multi-generational suites by Taylor Morrison in the Mangini Ranch development. In addition, 172 units with multi-generational suites are proposed by Toll Brothers in the approved Regency at Folsom Ranch development and 34 units with multi-generational suites are proposed by Lennar in the approved White Rock Springs development. These products provide an alternative to traditional ADUs and allow secondary units to be constructed on small lots.

The City has not tracked these multi-generational units in the same way that it has tracked traditional ADUs. However, new City permitting procedures require multi-generational suites to be tracked as separate units and reported to DOF. Based on discussions with developers and home builders in the FPASP, the City anticipates that the production of multi-generational units would increase during the planning period.

A study conducted by The Gregory Group in June 2020 predicts that 50 percent of residential development projects proposed by home builders in the FPASP would offer multi-generational housing products as an option for new homebuyers to select. This was based on the success of currently selling projects that offer multi-generational housing products, the aging of the population, and the demand and desire for parents and children to reside in the same house, the increasing need for affordable housing, and the desire from developers to encourage and incentivize builders that provide multi-generation housing products that diversify the community and housing price points. In addition, the study found that of 19 residential development projects in the Sacramento Region that offer floor plans with multi-generational suites, 23.1 percent of new home sales included a multi-generational housing unit.

According to the study provided by The Gregory Group, it is estimated that 600 single family units would be built per year in the FPASP based on current market trends. This would result in the construction of 4,800 single-family units during the eight-year planning period. As such, 50 percent or 2,400 units of the 4,800 single-family units anticipated to be developed in the FPASP during the planning period would be within residential development projects that would offer multi-generational housing products. Based on new home sales of multigenerational housing products in the Sacramento Region, 23.1 percent of the 2,400 units are anticipated to be multi-generational housing units. Therefore, it is anticipated that 554 multi-generational housing units would be produced within the FPASP.

A recent survey conducted by the City, in coordination with SACOG, on multi-generational units within the region, conveyed that 53 percent of units were used to house family members over the age of 65 and 20 percent of units were used to house other family members, such as college-aged individuals. The remaining units surveyed were used as a home office, guest room, or extra space. Survey respondents who used or planned to use multigenerational units for housing did not intend to charge rent. This reflects similar studies finding that multigenerational units are often offered free of rent to house older individuals or young adults (typically college students) on fixed incomes. Multi-generational units provide housing to these individuals that would otherwise require housing outside of the family home, thereby meeting housing needs for extremely low-income residents. Based on this analysis, the inventory assumes 70 percent, or 387 units, of the anticipated multigenerational housing units would serve lower-income individuals. The remaining 30 percent of anticipated multigenerational housing units are not included in the inventory to account for units that would be used as a home office or guest room.

As shown in Table C-40, a total of 581 ADUs/multi-generational units are projected to be become available within the planning period: 496 lower-income units, 83 moderate-income units, and 2 above moderate-income units.

TABLE C-40: ACCESSORY DWELLING UNITS AND MULTI-GENERATIONAL UNITS				
Unit Type	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Total Units
Accessory Dwelling Units	109	83	2	194
Multi-Generational Units in the FPASP	387	0	0	387
Total	496	83	2	581

Source: City of Folsom, 2020; The Gregory Group, 2020.

3.1.5 TOTAL RESIDENTIAL HOLDING CAPACITY VS. PROJECTED NEEDS BY HOUSING TYPE AND INCOME GROUP

Table C-41 below provides a summary of residential holding capacity in the city of Folsom compared to its share of the regional housing need as assigned in the RHNA. Folsom has a total residential capacity (14,369) in excess of its RHNA for all units (6,363), including the residential capacity to meet the RHNA for each income category. The City has a surplus capacity of 4,387 units for above moderate-income households and a surplus capacity of 3,129 units for moderate-income households. Folsom also has a surplus capacity of 490 units for lower-income households (i.e., low- and very low-).

TABLE C-41: ESTIMATED RESIDENTIAL CAPACITY COMPARED TO RHNA BY INCOME, CITY OF FOLSOM, JUNE 30, 2021 TO AUGUST 31, 2029					
	Very Low-Income Units	Low-Income Units	Moderate-Income Units	Above Moderate-Income Units	Total Units
RHNA	2,226	1,341	829	1,967	6,363
	3,567				
Planned and Approved Projects	129	216	1,209	3,815	5,369
Estimated Residential Capacity on Vacant and Underutilized Land	3,216		2,666	2,537	8,419
<i>East Bidwell Mixed Use Corridor Sites</i>	1,236		0	0	1,236
<i>Transit Priority Area Sites</i>	145		44	10	199
<i>Folsom Plan Area Specific Plan Sites</i>	1,344		2,615	2,190	6,149
<i>Additional Housing Sites</i>	491		7	337	835
Estimated Residential Capacity of Accessory Dwelling Units and Multi-Generational Units	496		83	2	581
Residential Capacity	4,057		3,958	6,354	14,369
<i>Surplus</i>	490		3,129	4,387	

Source: City of Folsom, and Ascent, 2020.

3.2 Adequacy of Public Facilities and Infrastructure

This section addresses the adequacy of public facilities, services, and infrastructure to accommodate planned residential growth through the end of the housing element planning period (2029). The following information regarding the adequacy of public facilities and infrastructure is based largely on information from the 2015 Urban Water Management Plan, the 2016 Water Master Plan Update, the 2011 Folsom Specific Plan Area Water Supply Assessment, the 2014 City of Folsom Plan Area Wastewater Master Plan Update, and the 2019 Sewer System Management Plan. The City has determined that water, sewer and dry utility service is or will be made available to all properties identified in the sites inventory within the timeframe of the housing element.

3.2.1 WATER

There are five separate water service areas in Folsom: the Ashland Area, the Nimbus Area, Folsom Service Area - East, Folsom Service Area - West, and the Folsom Plan Area. One of the San Juan Water District's (SJWD) water service areas, the American River Canyon Area, is also located within the city boundaries. SJWD provides retail water service to the American River Canyon area. The Ashland Service Area is located north of the American River. The San Juan Water District serves as the water wholesaler to this Service Area, while the City of Folsom serves as the water retailer. The Folsom Service Area - East includes the area of the City located south of the American River roughly bounded by East Bidwell Street and Oak Avenue Parkway to the west and Highway 50 to the south. The City is the water provider for this area as well as the remaining Folsom Service Area -West located within the City limits. The City also provides water service to the Nimbus Service Area located southwest of the city limits in the unincorporated county, which consists of Aerojet properties and the proposed developments Easton Place and Glenborough at Easton. This area is bounded roughly by U.S. 50 to the north, Sunrise Boulevard to the west, White Rock Road to the south, and Prairie City Road to the east. In addition, the El Dorado Irrigation District (EID) provides water service to the proposed Folsom Heights development, located in the Folsom Plan Area, as described below.

The sole source of water supply for the city is Folsom Lake. The City has a pre-1914 water right entitlement of 22,000 acre-feet annually (AFA) from the American River. Through a perpetual lease with the Golden State Water Company, the City has acquired an additional 5,000 AFA, which is also a pre-1914 water right entitlement. In 1997, the City acquired an additional Central Valley Project (CVP) water entitlement of 7,000 AFA from the United States Bureau of Reclamation (Reclamation) through a subcontract with the Sacramento County Water Agency (SCWA). In 2020, the City and Reclamation converted the CVP water service sub-contract (7,000 AFA) into a repayment contract through a direct agreement between the City and Reclamation. This repayment contract supersedes the sub-contract with SCWA and provides for the City to be a direct contractor to Reclamation. The City's total water right and contract entitlement is 34,000 AFA. In addition, the San Juan Water District delivers approximately 1,000 AFA for the Ashland Service Area, and EID is required to provide water supply to meet the demands of 530 residential dwelling units in the proposed Folsom Heights development, located in the Folsom Plan Area and within the EID water service area.

The City's water service area extends outside the city limits west along Folsom Boulevard to the Folsom South Canal (the boundary with the Golden State Water Company's Arden Cordova District) and includes all of Aerojet. Folsom has a contractual commitment to sell water to Aerojet General, Intel Corporation, Gekkeikan, and Kikkoman. Aerojet General Corporation is within the service area but outside of the current city limits.

The Folsom Plan Area is included in the Folsom Water Service Area. While the Folsom Plan Area Environmental Impact Report anticipated that water for the Folsom Plan Area would be pumped from the Freeport intake, the Folsom Specific Plan Area EIR evaluated a local water source option. The City has opted for a local water supply solution that is environmentally superior and less costly. Through conservation and the removal of leaks in the existing city water distribution lines, the city water supply now has enough

capacity to serve the buildout of the Folsom Plan Area. The local water supply agreement supplies 5,600 AFA to the Folsom Plan Area. The projected potable water demand for the approved specific plan, including amendments through March 2020, is 5,359 AFA.

The Phase 1 Backbone Water Infrastructure to serve the first approximately 2,500 dwelling units in the Folsom Plan Area was completed in September of 2019. The Phase 1 Water Infrastructure consists of a 24-inch and 18-inch water main that extends from an existing 18-inch water main in Iron Point Road to the Zone 4/5 water booster pump station (BPS) on Placerville Road. From the Zone 4/5 BPS water is conveyed to the Zone 5 Reservoir/Zone 6 BPS in the Russell Ranch development. These Phase 1 Backbone Infrastructure improvements are currently serving the residential homes being constructed in the Folsom Plan Area. The design for the Phase 2 Water Backbone Infrastructure is currently underway. The Phase 2 Water Backbone Infrastructure which will provide adequate water for full buildout of the Folsom Plan Area is anticipated to be complete in the next 3 to 5 years.

For the portion of the city south of the American River, treated water is supplied through the Folsom Water Treatment Plant. The plant has a nominal capacity of 50 million gallons per day (mgd) and has been retrofitted to accommodate recycling of up to 10 percent of plant operations backwash water. For the area north of the American River, water is diverted through the Sydney N. Peterson Water Treatment Plant, where it is then pumped or conveyed by gravity to the Ashland and American River Canyon areas.

The annual water supply for the City's water service areas during normal years, as indicated in the 2015 Urban Water Management Plan, is 38,790 acre-feet. The projected treated water demand for general plan build-out in 2035 is 31,852 AFA (City of Folsom, 2015 Urban Water Management Plan). The City has adequate water supply to serve projected demand through the time frame of this housing element (2029).

3.2.2 SEWER

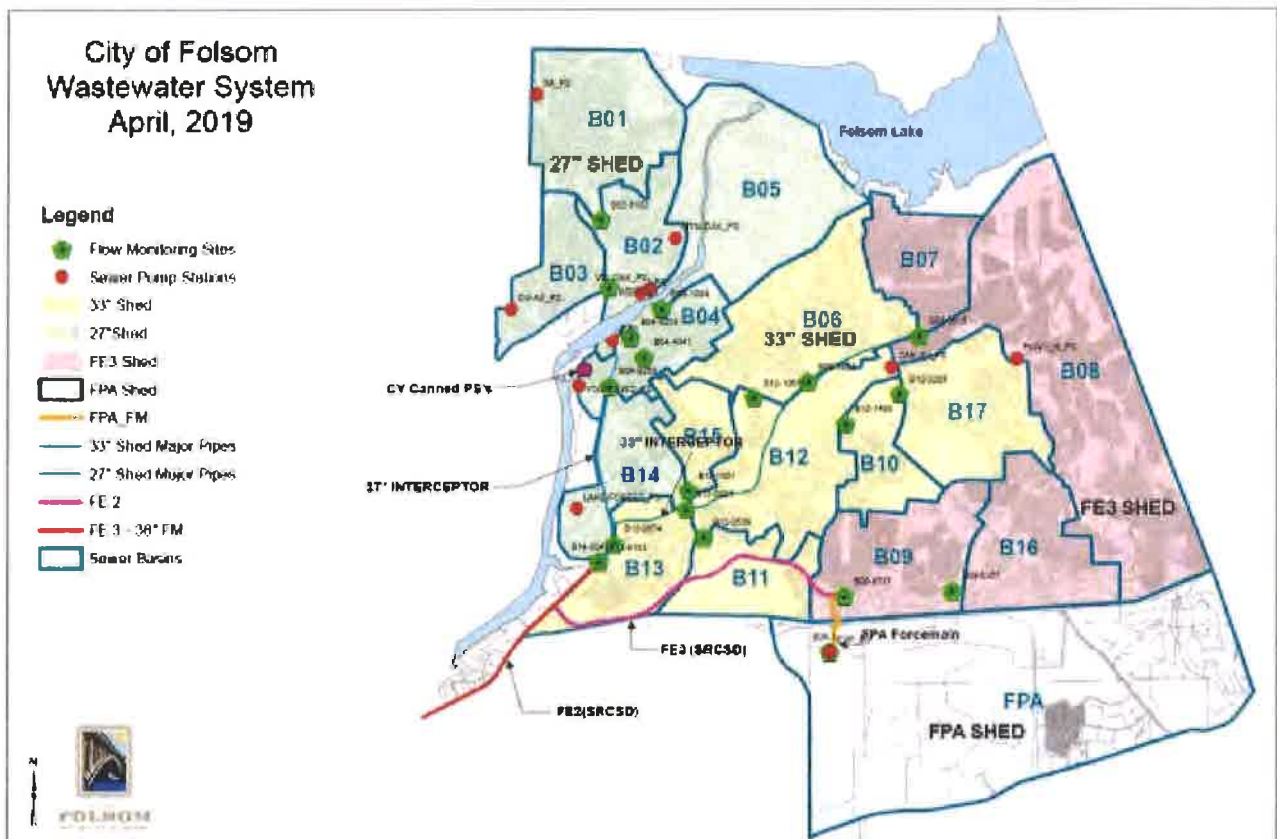
The City of Folsom Environmental and Water Resources Department is responsible for the sanitary sewer system for the city of Folsom. The City collects sewage within the city limits, including Folsom Prison, for eventual treatment at the Sacramento Regional County Sanitation District (Regional San) plant located 25 miles southwest of the city, on the Sacramento River.

The City's sanitary sewer system is made up of approximately 255 miles of sanitary sewer pipe, ranging in size from 2 to 33 inches in diameter and pumped throughout the system by eleven primary pump stations and 6 "can" pump stations located at the City's Corporation Yard. The City has four major sewer sheds that all discharge to a 54-inch main interceptor (FE2) on Folsom Boulevard, which is owned, operated, and maintained by Regional San. The 4 major sewer sheds are made up of a 27-inch trunk sewer, a 33-inch trunk sewer, a shed connected to the main 54-inch interceptor by the new FE3 connector, and a fourth shed (Folsom Plan Area) located south of U.S. Highway 50.

The 27-inch trunk sewer runs north to south along Folsom Boulevard serving the west side of the City and collects wastewater from the northwest portion of the City, including the north side of the American River. The 33-inch trunk sewer system runs east to west along Blue Ravine Road and primarily serves the east area of the City. The

Folsom East Interceptor Section 3C (FE3C) project, completed October, 2003, transfers flow off of the City's 33-inch pipeline by taking flow from the County's Folsom East Interceptor Section 3B (FE3B) pump station directly to the County's 54-inch FE2 pipeline, via the new FE3C pipeline. All of the flow from the Folsom Plan Area shed located south of U.S. Highway 50 flows through gravity sewer to the Easton Valley Parkway (EVP) Pump Station. Flow is pumped from the EVP Pump Station through a force main and into the FE3B pump station. Flow from the FE3B pump station discharges into the County's 54-inch FE 2 pipeline, via the FE 3C pipeline. See Figure C-34 showing the City's wastewater system.

FIGURE C-34: MAP OF FOLSOM WASTEWATER SYSTEM



The Sacramento Regional Wastewater Treatment Plant (SRWTP) has a permitted dry-weather flow design capacity of 181 mgd, which it is not expected to exceed until after 2030. The wastewater treatment plant has a plan for expanding this capacity beyond projected inflows, ensuring the wastewater from the area of Folsom, south of Highway 50, can be treated.

Around 189 acres in the northeast corner and eastern edge of the area lie within the El Dorado Irrigation District (EID), which will handle wastewater treatment for those properties. The existing EID wastewater conveyance system may need to be expanded to handle flows from this area of Folsom south of Highway 50. The El Dorado Hills Wastewater Treatment Plant expanded its dry-weather inflow capacity to 4.0 mgd in 2010 and plans to complete additional improvements to increase capacity to 5.4 mgd

by 2025. However, this expansion was not designed to accommodate the FPASP flows from the area south of Highway 50, so the treatment plant may need additional expansion.

The Folsom Plan Area's sanitary sewer system is served by the City of Folsom, with the exception of a small zone (Folsom Heights Development) in the northeast that is served by El Dorado Irrigation District. The service area is composed of three major sewer sheds: the Easton Valley Parkway, Prairie City Road, and Mangini Parkway/Oak Avenue Parkway. The system is comprised of gravity mains ranging from 6 to 30 inches in diameter totaling approximately 89,500 feet in length. The system is designed to convey the FPA buildout design flow, equaling approximately 14.31 mgd.

The Backbone Sanitary Sewer Infrastructure to serve the Folsom Plan Area was completed in July of 2018. The Backbone Sanitary Sewer System consists of the EVP Sewer Lift Station and Forced Main and approximately 4 miles of 24-inch to 30-inch Gravity Sewer Trunk Main. The EVP sewer lift station and the gravity trunk main are sized to serve the full buildout of the Folsom Plan Area. The Forced Mains from the EVP sewer lift station convey sewage under US Highway 50 to the existing Regional San Sewer Lift Station on Iron Point Road. From the Regional San Sewer Lift Station, sewage flow from the Folsom Plan Area is conveyed to the Regional San Interceptor Trunk Sewer Main in Iron Point to Folsom Boulevard. Future development in the Folsom Plan Area will construct infrastructure improvements to convey sewage to the completed Backbone Sanitary Sewer Infrastructure.

3.2.3 DRY UTILITIES

Electricity is provided to Folsom by the Sacramento Municipal Utility District (SMUD) and gas is provided to Folsom by Pacific Gas and Electric (PG&E). Telephone, cable and broadband services are provided to Folsom by a variety of services providers, including AT&T, Comcast, and Verizon. Access to dry utilities is available to all sites identified north of US 50. Access to dry utilities in Folsom Plan Area is available and/or planned as part of the backbone infrastructure improvements. These improvements will be completed concurrent with development of the Folsom Plan Area and are anticipated to be available during the planning period. All of the sites identified in the inventory have existing or planned access to dry utilities, including gas and electric.

3.3 Land Available for a Variety of Housing Types

State housing element law (Government Code Section 65583(c)(1) and 65583.2(c)) requires that local governments analyze the availability of sites that will "facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobile-homes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing."

This section discusses the availability of sites and relevant regulations that govern the development of the types of housing listed above and also discusses sites suitable for redevelopment for residential use (as required by Government Code Section 65583(a)(3)) and second units.

3.3.1 MULTIFAMILY RENTAL HOUSING

Folsom’s Multifamily Low Density (MLD), Multifamily Medium Density (MMD), Multifamily High Density (MHD), Mixed Use (MU), and Historic Folsom Mixed Use (HF) General Plan land use designations allow multifamily housing. The MLD designation allows housing between 7 and 12 units per acre; the MMD designation allows between 12 and 20 units per acre; the MHD, MU, and HF designations allow between 20 and 30 units per acre. Folsom’s regulations make no distinction between rental and ownership housing.

3.3.2 MANUFACTURED HOUSING

Manufactured housing can serve as an alternative form of affordable housing in low-density areas where the development of higher-density multifamily residential units is not allowed.

Manufactured Homes on Lots

Sections 65852.3 and 65852.4 of the California Government Code specify that a jurisdiction shall allow the installation of manufactured homes on a foundation on all “lots zoned for conventional single family residential dwellings.” Except for architectural requirements, the jurisdiction is only allowed to “subject the manufactured home and the lot on which it is placed to the same development standards to which a conventional single family residential dwelling on the same lot would be subject.” The architectural requirements are limited to roof overhang, roofing material, and siding material.

The only two exceptions that local jurisdiction are allowed to make to the manufactured home siting provisions are if: 1) there is more than 10 years difference between the date of manufacture of the manufactured home and the date of the application for the issuance of an installation permit; or 2) if the site is listed on the National Register of Historic Places and regulated by a legislative body pursuant to Government Code Section 37361.

Folsom’s Municipal Code is consistent with State law. Manufactured homes that are placed on permanent foundations are allowed in any zoning district allowing single family homes.

3.3.3 MOBILE HOME PARKS

Section 65852.7 of the California Government Code specifies that mobile home parks shall be a permitted use on “all land planned and zoned for residential land use.” However, local jurisdictions are allowed to require use permits for mobile home parks. The Folsom Zoning Code allows mobile home parks in the residential mobile-home zone (RMH Zone) and requires a use permit.

The City’s Single Family High Density land use designation allows mobile home parks. The areas designated as Single Family High Density in the land use diagram and the areas designated as RMH zoning designation are consistent.

The City does not have a mobile home conversion ordinance. Table C-42 identifies the mobile home parks located in Folsom and the total number of spaces in each park.

TABLE C-42: MOBILE HOME PARKS, CITY OF FOLSOM, 2020

Property	Year Built	Number of Spaces
Cobble Ridge	1970	39
Folsom Manor Mobile Estates	1969	63
Folsom Trailer Village	1974	60
Lake Park Estates	Unknown	196
Lakeside Village Mobile Park	1976	181
Pinebrook Village	Unknown	336
Total		875

Source: City of Folsom, 2020.

3.3.4 HOUSING FOR FARMWORKERS

Caretaker and employee housing (including farmworker housing) is permanent or temporary housing that is secondary or accessory to the primary use of the property. Such dwellings are used for housing a caretaker employed on the site of a nonresidential use where a caretaker is needed for security purposes, or to provide twenty-four-hour care or monitoring, or where work is located at remote locations.

The provisions of Section 17020 (*et seq.*) of the California Health and Safety Code relating to employee housing and labor camps supersede any ordinance or regulations enacted by local governments. Such housing is allowed in all jurisdictions in California pursuant to the regulations set forth in Section 17020. Section 17021.5(b) states, for example:

“Any employee housing providing accommodations for six or fewer employees shall be deemed a single family structure with a residential land use designation for the purposes of this section. For the purpose of all local ordinances, employee housing shall not be included within the definition of a boarding house, rooming house, hotel, dormitory, or other similar term that implies that the employee housing is a business run for profit or differs in any other way from a family dwelling. No conditional use permit, zoning variance, or other zoning clearance shall be required of employee housing that serves six or fewer employees that is not required of a family dwelling of the same type in the same zone.”

A single-family unit housing employees in Folsom would be treated like any other single-family unit. There are no provisions in the City’s code to restrict employee housing for six or fewer employees.

California Health and Safety Code Section 17021.6, concerning farmworker housing, states that:

“Any employee housing consisting of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household, ... shall not be deemed a use that implies that the employee housing is an activity that differs in any other way from an agricultural use. No conditional use permit, zoning variance, or other discretionary zoning clearance shall be required of this employee housing that is not required of any other agricultural activity in the same zone.”

As stated previously in this report, the city of Folsom is not an agricultural community. Since there are no large agricultural operations nearby that would attract a substantial

permanent or seasonal farmworker population, there is no identifiable need for farmworker employee housing.

The only zone in which agricultural uses are allowed in the city is the Agricultural-Reserve District (A-1-A), which is applied to areas that are planned for urban development, but where agricultural uses are allowed in the interim. The zone is not intended for permanent agricultural operations, and currently none of the properties with A-1-A zoning are used for agriculture. Most A-1-A-zoned sites are developed with public facilities or single-family housing. California Health and Safety Code Section 17021.6 requires cities and counties to allow farmworker housing wherever agriculture is allowed. To comply with State law, the Housing Element includes a program to either amend the A-1-A district to allow for farmworker housing or to rezone A-1-A sites to be consistent with existing uses and remove the A-1-A district.

3.3.5 EMERGENCY SHELTERS

State housing element law (California Government Code Sections 65582, 65583, and 65589.5) requires local jurisdictions to identify a zone or zones where emergency shelters are allowed as a permitted use without a conditional use permit. The identified zone must have sufficient capacity to accommodate at least one emergency shelter and must be suitable (i.e., contain compatible uses) for an emergency shelter, which is considered a residential use. The law also requires permit procedures and development and management standards for emergency shelters to be objective and encourage and facilitate the development of emergency shelters. Emergency shelters must only be subject to the same development and management standards that apply to other residential or commercial uses within the identified zone, with some exceptions.

Assembly Bill 139, passed in 2019, revised State housing element law by requiring that emergency shelters only be required to provide sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone. In addition, Assembly Bill 101, passed in 2019, requires that Low Barrier Navigation Center development be a use by right in mixed-use zones and nonresidential zones permitting multifamily uses if it meets specified requirements.

Chapter 17.108 of the Municipal Code contains the City's regulations for emergency shelters. Emergency shelters are allowed by-right in the R-3 and R-4 zone as either a standalone use or accessory to a religious facility. Emergency shelters are also permitted within the city's industrial zoning districts (i.e., M-1: light industrial, M-2: general industrial, and M-L: limited manufacturing) with approval of a use permit. In the FPASP, emergency shelters are permitted by-right in the SP-MLD, SP-MMD, SP-MHD, SP-MU, SP-GC, and SP-RC zones.

The City also adopted the following development and management standards and locational restrictions:

A. Facility compliance with applicable state and local standards and requirements.

1. Federal, state, and local licensing as required for any program incidental to the emergency shelter.

B. Physical Characteristics.

1. Compliance with applicable state and local housing, building, and fire code requirements.
2. The facility shall have on-site security during all hours when the shelter is open.
3. Facilities shall provide exterior lighting on pedestrian pathways and parking lot areas on the property. Lighting shall reflect away from residential areas and public streets.
4. Facilities shall provide secure areas for personal property.
5. If the emergency shelter is proposed in conjunction with a religious facility, the area utilized for emergency shelter facilities may not exceed 50 percent of the total floor area used for the religious facility.
6. Where a day care facility or elementary or middle school is operated on the same site as an emergency shelter, the day care and school facilities must be separated from the emergency shelter facilities by means to prevent access from one facility to the other.

C. Limited Number of Beds per Facility. Emergency shelters accessory to a religious facility shall not exceed 20 beds. Other emergency shelters located in the city's residential or industrial zoning districts shall not exceed 40 beds.

D. Limited Terms of Stay. The maximum term of staying at an emergency shelter is six months in a consecutive twelve-month period.

E. Parking. The emergency shelter shall provide on-site parking at a rate of two spaces per facility for staff plus one space per six occupants allowed at the maximum capacity.

F. Emergency Shelter Management. A management plan is required for all emergency shelters to address management experience, good neighbor issues, transportation, client supervision, client services, and food services. Such plan shall be submitted to and approved by the planning, inspections, and permitting department prior to operation of the emergency shelter. The plan shall include a floor plan that demonstrates compliance with the physical standards of this chapter. The operator of each emergency shelter shall annually submit the management plan to the planning, inspections and permitting department with updated information for review and approval. The city council may establish a fee by resolution to cover the administrative cost of review of the required management plan.

With the exception of the parking standards set forth in the Zoning Code, Folsom's standards for emergency shelter facilities comply with the allowances made for standards set forth under Government Code Section 65583(a)(4)(A). The City will amend its parking standards for emergency shelters to comply with Assembly Bill 139 in the City's upcoming comprehensive zoning code update and as outlined by Program H-29 included in this housing element.

AB 139 requires that the need for emergency shelters be based on the latest point-in-time count. As discussed in Section 3.2, “Housing Needs Assessment,” the latest point-in-time count (January 2019) recorded 17 unsheltered individuals living in Folsom. In addition, to the unsheltered individuals included in the point-in-time count, approximately 30 individuals were in emergency shelters on the night of the latest point-in-time count. In addition, the Folsom Police Department has tracked approximately 50 individuals experiencing homelessness in Folsom and homeless service providers have advised that the number of individuals experiencing homelessness may be much higher, approximately 70 individuals. Based on the identified unsheltered and sheltered individuals on the night of the latest point-in-time count, a minimum of 47 emergency shelter beds would be required to meet the needs of the City’s unsheltered population.

Powerhouse Ministries provides a year-round emergency shelter for women and children experiencing homelessness. Expansion of the Powerhouse Ministries facility is anticipated to be completed in Spring 2021 and will increase the emergency shelter capacity from 10 beds to 20 beds. Additionally, an emergency shelter is facilitated by HART in winter, in conjunction with religious facilities, at a maximum capacity of 20 individuals. The sites inventory identifies 10 vacant sites with R-3 or R-4 zoning, seven of which would be appropriate for emergency shelters, totaling 4.4 acres (see Table C-43). The median site size is about 0.24 acres. All of the sites are served by existing infrastructure and are located close to transit and other daily services. The City Zoning Code allows a maximum capacity of 40 beds at emergency shelters located in residential and industrial zoning districts. Any one of these seven sites would be adequate to accommodate the remaining 37 emergency shelter beds needed to serve its homeless population, based on the latest point-in-time count.

TABLE C-43: SITES ZONED FOR EMERGENCY SHELTERS			
Assessor Parcel Number (APN)	Address	Zoning Designation	Acreage
071-0190-003	805 Bidwell St	R-3	0.24
071-0190-009	808 Comstock Dr	R-3	0.18
07001200070000	Sutter St	R-4	0.21
07001200080000	Sutter St	R-4	0.21
07001730020000	Mormon St	R-4	0.27
07101900760000	Riley St	R-3	0.58
071-0020-078*	1025 Glenn Drive	SP 93-2 (R-4)	2.73
Total			6.31
Average Site Size			0.7888
Median Site Size			0.255

The City Zoning Code does not address the new State law requirement related to Low Barrier Navigation Centers and there are no Low Barrier Navigation Centers currently (2020) in Folsom. The City will amend its Zoning Code, as part of the comprehensive update, to allow Low Barrier Navigation Centers to be a use by right in mixed-use zones and nonresidential zones permitting multifamily uses if it meets specified requirements in compliance with AB 101 (see Housing Element Program H-29).

3.3.6 TRANSITIONAL AND SUPPORTIVE HOUSING

Government Code Section 65583(c)(3) also states that “transitional housing and supportive housing shall be considered a residential use of property, and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone.”

Assembly Bill 2162, passed in 2018, requires that jurisdictions change their zoning to provide a “by right” process and expedited review for supportive housing. The approval of 100 percent affordable developments that include a percentage of supportive housing units, either 25 percent or 12 units, whichever is greater, must be allowed without a conditional use permit or other discretionary review.

In compliance with State law, the City Zoning Code defines “transitional housing” and “supportive housing” as follows:

- “Transitional housing” shall mean rental housing operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six (6) months, and in no case more than two years. Transitional housing units are residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zone.
- “Supportive housing” shall mean housing with no limit on length of stay, that is occupied by the target population and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Supportive housing units are residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zone.

HART currently (2020) provides transitional housing with a maximum capacity of 8 individuals. HART continues to seek additional transitional housing opportunities through master leasing agreements with Sacramento Self-Help Housing. Powerhouse Ministries also provides transitional housing to women and children and per the facility expansion currently underway and anticipated for completion in Spring 2021 will have a maximum capacity of 20 individuals.

The City Zoning Code is not yet in compliance with recent updates to State law related to by-right permanent supportive housing outlined in Assembly Bill 2162. As described previously, the City is currently (2020) conducting a comprehensive zoning code update and will amend its zoning code to allow the approval of 100 percent affordable developments that include a percentage of supportive housing units, either 25 percent or 12 units, whichever is greater, without a conditional use permit or other discretionary review. These amendments are outlined in Program H-29 included in this housing element.

3.3.7 GROUP HOMES

Consistent with State law, the City Zoning Code allows group homes of up to six persons by right in all single family residential neighborhoods. The Zoning Code also allows group homes of more than six persons in the R-3 and R-4 districts with a Conditional Use Permit (CUP). While not explicitly required by State law, the CUP requirement for group homes of more than six persons could be considered a fair housing issue. The Housing Element includes a program to review the Zoning Code requirements for larger group homes and amend the Zoning Code to ensure State law requirements related to fair housing and group homes are met.

3.3.8 ACCESSORY DWELLING UNITS

To encourage establishment of ADUs on existing developed lots, State law requires cities and counties to either adopt an ordinance based on standards set out in the law allowing ADUs in residentially-zoned areas, or where no ordinance has been adopted, to allow ADUs on lots zoned for single family or multifamily use that contain an existing single family unit subject to ministerial (i.e., staff level) approval (“by right”) if they meet standards set out by law. Local governments are precluded from totally prohibiting ADUs in residentially-zoned areas unless they make specific findings (Government Code, Section 65852.2).

Several bills have added further requirements for local governments related to ADU ordinances (AB 2299, SB 1069, AB 494, SB 229, AB 68, AB 881, AB 587, SB 13, AB 671, and AB 670). The 2016 and 2017 updates to State law included changes pertaining to the allowed size of ADUs, permitting ADUs by-right in at least some areas of a jurisdiction, and parking requirements related to ADUs. More recent bills reduce the time to review and approve ADU applications to 60 days and remove lot size requirements and replacement parking space requirements. AB 68 allows an ADU and a junior ADU to be built on a single-family lot, if certain conditions are met. The State has also removed owner-occupancy requirements for ADUs and created a tiered fee structure that charges ADUs based on their size and location and prohibits fees on units less than 750 square feet. AB 671 requires local governments to include in housing elements plans to incentivize and encourage affordable ADU rentals and requires the State to develop a list of state grants and financial incentives for affordable ADUs. In addition, AB 670 makes any governing document, such as a homeowners’ association Covenants, Conditions, and Restrictions, void and unenforceable to the extent that it prohibits, or effectively prohibits, the construction or use of ADUs or junior ADUs.

The City adopted amendments to the ADU ordinance in July 2020 to comply with recent changes in State law. The amended ADU ordinance allows ADUs by right anywhere residential development is allowed if the ADU meets the following requirements, consistent with State law:

- 800 square feet or less,
- 16 feet tall or less, and
- side and rear yard setbacks no greater than 4 feet.

In addition, any junior accessory dwelling unit (JADU) that is 500 square feet or smaller in size is allowed by-right anywhere residential development is allowed.

The amended ordinance limits the maximum size of ADUs to 850 square feet for one-bedroom ADUs and 1,000 square feet for ADUs with two or more bedrooms; requires one parking space for ADUs that are not in the Historic District, near a transit stop or not a converted structure; limits height of ADUs in Historic District to height of primary home, two-stories, or 25 feet, whichever is less; and limits height of ADUs in rest of the City to height of primary home, two-stories, or 35 feet whichever is less. No City-imposed impact fees are charged for ADUs less than 750 square feet in size. For ADUs 750 square feet or greater in size, city-imposed impact fees are charged proportionately in relation to the square footage of the primary dwelling unit. The ordinance requires the City to issue a permit within sixty days from the date that the city received a completed application.

To streamline the permitting process for ADUs, the City developed an ADU Design Workbook that provides illustrated examples of the design standards and styles, as well as other design ideas to assist property owners, developers, and architects and to encourage thoughtful, context-sensitive design.

3.3.9 SINGLE-ROOM OCCUPANCY UNITS

SRO units are multi-unit housing that provide small units that typically contain a single room. Tenants of SROs typically share bathrooms, kitchens, and common activity areas. SROs provide a source of affordable housing for seniors and lower-income residents. The City Zoning Code allows SROs by-right in the C-2 zone and with a CUP in the C-3 zone and R-4 zone.

3.4 Inventory of Local, State, and Federal Housing and Financing Programs

The City of Folsom uses local, State, and Federal funds to implement its housing strategy. Because of the high cost of new construction, more than one source of public funds is often required to construct an affordable housing development. The City of Folsom does not act as a developer in the production of affordable units but relies upon the private sector to develop new units with the assistance of these various funding sources.

3.4.1 CITY OF FOLSOM HOUSING PROGRAMS

Local Housing Funds

In 2002, the Folsom City Council established the housing trust fund as a source of revenue for the development of affordable housing. The City Council's objective in creating the housing trust fund was to foster mixed-income neighborhoods throughout the city. The housing trust fund is funded by an impact fee on nonresidential development within the city, referred to as a commercial linkage fee. The fee is currently (2020) \$1.70 per square foot for nonresidential development projects. As of November 2020, the Housing Trust Fund had an unrestricted cash balance of \$1,145,724. The housing trust fund is intended to be used with other sources of funding including, State and Federal tax credits, tax-exempt mortgage revenue bonds, community development block grants, and HOME funds.

The City has another housing fund that includes inclusionary housing in-lieu fees and some of the previous bond allocations from the former Redevelopment Agency. The City currently (November 2020) has about \$5.7 million in this fund, which is used to fund a broad range of housing-related activities. About \$2.7 million is restricted specifically for the production of new affordable housing.

Community Development Block Grant

The City of Folsom participates in the Sacramento County Community Development Block Grant (CDBG) program. The recently executed agreement covers the period from January 1, 2021 to December 31, 2023. The City of Folsom receives \$165,000 annually for CDBG eligible projects related to low- to moderate-income housing rehabilitation. The money is currently (2020) used for the Seniors Helping Seniors program (described below) and the City's share of the Renters Helpline.

HOME Investment Partnerships Program

Through the HOME consortium with SHRA, the City of Folsom receives HOME funds to subsidize affordable housing projects. For example, in the past HOME funds were used to assist with the Forestwood affordable housing project developed by USA Properties. Funding is available during the 2021-2029 planning period to support additional affordable housing.

Seniors Helping Seniors Program

The Seniors Helping Seniors Program provides assistance for minor home repairs to promote health and safety for low-income seniors in Folsom. After confirming eligibility, the City's Seniors Helping Seniors Program Specialist or a licensed contractor performs minor repairs, free of charge, to qualifying senior homeowners. The program also covers the cost of all materials and any permit/inspection fees that may be needed. The program is funded with CDBG funds and provides a maximum grant amount of \$2,500 per property per year for minor repairs and \$7,500 per household once in a lifetime for major repairs. In 2019, \$139,416 of financial assistance was provided through this program and 90 eligible senior households were served.

Mobile Home Repair and Replacement Loan Forgiveness Program

In 2011, the City initiated the Mobile Home Repair and Replacement Loan Forgiveness Program. The program forgives Community Development Block Grant (CDBG) loans for improvements to manufactured housing units experiencing economic hardship as defined by HUD guidelines. Since the program was initiated in 2011, the City has forgiven 11 Mobile Home Repair and Replacement loans under this program.

3.4.2 SACRAMENTO COUNTY HOUSING PROGRAMS

Mortgage Credit Certificate Program

SHRA administers the Mortgage Credit Certificate (MCC) Program, which is available to residents in the cities and unincorporated areas of Sacramento County. Residents of a one- or two-person household earning \$100,320 or less or residents of a three- or more-person household earning \$117,040 or less are considered eligible. Forty (40) percent of the MCC allocations are reserved for low-income residents earning 80 percent or less of the area median income. The MCC assists first-time homebuyers by reducing the amount of Federal income tax a homebuyer pays by 20 percent of the annual mortgage

interest paid. This tax reduction increases the buyer's available income, allowing them to qualify for a mortgage loan and afford monthly mortgage payments. The MCC remains in effect for the life of the mortgage loan. The current (2020) maximum purchase price for an eligible home is \$496,808 in non-target areas such as Folsom and \$607,209 in target areas. Since 1990, 79 Folsom households have been issued an MCC.

Housing Choice Vouchers Program

The Housing Choice Voucher Program (formerly Section 8) provides assistance to help low-income residents of Sacramento County afford safe, decent, and sanitary rental housing. HUD provides funds to SHRA to administer the program. According to SHRA, as of February 2020, 83 Folsom households receive rental assistance from this program. The waiting list is currently (March 2020) closed and there are over 4,000 applicants currently waiting on the county waitlist.

3.4.3 STATE AND FEDERAL HOUSING PROGRAMS

In addition to the funding programs available through the City and County, there are several State and Federal funding programs that assist first-time homebuyers, build affordable housing, and help special needs groups, such as seniors and large households. In most cases other entities, including for-profit and non-profit developers, apply for funds or other program benefits. For example, developers apply directly to USDA for Section 515 loans, to HUD for Section 202 and Section 811 loans, or to TCAC for low-income housing tax credits.

Table C-44 summarizes several of the State and Federal funding programs that are available to fund affordable housing opportunities.



TABLE C-44: FINANCIAL RESOURCES FOR HOUSING, 2020

Program Name	Program Description
FEDERAL PROGRAMS	
Community Development Block Grant (CDBG)	Provides grants and a variety of resources to ensure decent affordable housing, provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses. Resources are available for acquisition, rehabilitation, home buyer assistance, economic development, homeless assistance, and public service.
Continuum of Care (CoC)	Provides funding for efforts by nonprofit providers, and State and local governments to quickly rehouse homeless individuals and families. Initiated by the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act of 2009, the CoC program consolidates the Supportive Housing Program, the Shelter Plus Care Program, and the Moderate Rehabilitation/Single Room Occupancy Program into a single grant program.
HOME Investment Partnership Program (HOME)	Provides formula grants to jurisdictions to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME is the largest Federal block grant to state and local governments designed exclusively to create affordable housing for low-income households.
Home Ownership for People Everywhere (HOPE)	HOPE program provides grants to low income people to achieve homeownership. The programs are: HOPE I—Public Housing Homeownership Program HOPE II—Homeownership of Multifamily Units Program HOPE III—Homeownership for Single-family Homes HOPE IV – Hope for Elderly Independence
Housing Opportunities for Persons with AIDS (HOPWA)	Funds are made available countywide for supportive social services, affordable housing development, and rental assistance to persons living with HIV/AIDS.
Low Income Housing Tax Credits (LIHTC)	Provides Federal and state income tax credits to persons and corporations that invest in low-income rental housing projects.
Mortgage Credit Certificate (MCC) Program	Provides income tax credits to first-time homebuyers to buy new or existing homes.
Federal Emergency Shelter Grant Program (FESG)	Provides grants to jurisdictions to implement a broad range of activities that serve the homeless. Eligible activities include shelter construction, shelter operation, social services, and homeless prevention.
Housing Choice Voucher Program	Provides financial assistance to public housing agencies to fund rental assistance payments to owners of private market-rate units on behalf of very low-income, elderly, or disabled tenants.
Section 202 Supportive Housing for the Elderly Program	Provides an interest-free capital advance to cover the costs of construction, rehabilitation, or acquisition of very low-income senior housing. The sponsor does not have to repay the capital advance as long as the project serves the target population for 40 years. Rental assistance funds are provided for three years, and are renewable based on the availability of funds. The program is available to private, non-profit sponsors. Public sponsors are not eligible for the program.
Section 811 Supportive Housing for Persons with Disabilities	Provides an interest-free capital advance to cover the costs of construction, rehabilitation, or acquisition of housing for persons with disabilities. The sponsor does not have to repay the capital advance as long as the project serves the target population for 40 years. Rental assistance funds are provided for three years, and are renewable based on the availability of funds. The program is available to private, non-profit sponsors. Public sponsors are not eligible for the program.
U.S. Department of Agriculture (USDA) Housing Programs (Section 514/516)	Provides below market-rate loans and grants for new construction or rehabilitation of farmworker rental housing.

TABLE C-44: FINANCIAL RESOURCES FOR HOUSING, 2020

Program Name	Program Description
STATE PROGRAMS	
Affordable Housing and Sustainable Communities Program (AHSC)	Funds land use, housing, transportation, and land preservation projects that support infill and compact development and reduce greenhouse gas emissions. Loans and/or grants are provided for Transit Oriented Development Project Areas and Integrated Connectivity Project Areas.
CalHOME	Provides grants to local governments and non-profit agencies to assist first-time homebuyers become or remain homeowners through deferred-payment loans. Funds can also be used to assist in the development of multiple-ownership projects.
California Emergency Solutions and Housing (CESH)	Provides grant funds to assist persons experiencing or at-risk of homelessness.
California Self-Help Housing Program (CSHHP)	Provides grants for sponsor organizations that provide technical assistance for low- and moderate-income families to build their homes with their own labor.
Emergency Solutions Grants Program (ESG)	Provides grants to fund projects that serve homeless individuals and families with supportive services, emergency shelter, and transitional housing; assist persons at risk of becoming homeless with homelessness prevention assistance; and provide permanent housing to the homeless. ESG funds can be used for supportive services, emergency shelter/transitional housing, homelessness prevention assistance, and providing permanent housing. Funds are available in California communities that do not receive ESG funding directly from the U.S. Department of Housing and Urban Development.
Golden State Acquisition Fund (GSAF)	Provides a flexible source of capital for the development and preservation of affordable housing properties. Developers can access acquisition financing for rental housing and homeownership opportunities at favorable terms for urban and rural projects statewide. Nonprofit and for-profit developers, cities, counties, and other public agencies within California are all eligible for GSAF financing. HCD seeded GSAF with \$23 million from its Affordable Housing Innovation Fund. These funds are leveraged with additional capital from a consortium of seven community development financial institutions.
HOME Investment Partnerships Program (HOME)	Provides grants to municipalities that do not receive HOME funds from HUD for the rehabilitation, new construction, and acquisition and rehabilitation of single family and multifamily housing projects; first-time homebuyer mortgage assistance; owner-occupied rehabilitation; and tenant-based rental assistance programs.
Housing for a Healthy California	Provides funding to deliver supportive housing opportunities to developers using the federal National Housing Trust Funds (NHTF) allocations for operating reserve grants and capital loans. The program creates supportive housing for individuals who are recipients of or eligible for health care provided through the California Department of Health Care Services, Medi-Cal program.
Housing-Related Parks Program	Provides grants for the creation of new parks or the rehabilitation and improvement of existing parks and recreational facilities.
Infill Infrastructure Grant Program (IIG)	Provides grants to assist in the new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill.
Joe Serna, Jr. Farmworker Housing Grant Program	Provides matching grants and loans for the acquisition, development, and financing of ownership and rental housing for farmworkers.
Local Early Action Planning (LEAP) Grants	Assists cities and counties to plan for housing through providing over-the-counter, non-competitive planning grants.
Local Housing Trust Fund Program (LHTF)	Provides matching funds (dollar-for-dollar) to local housing trust funds that are funded on an ongoing basis from private contributions or public sources (that are not otherwise restricted). The grants may be used to provide loans for construction of rental housing that is deed-restricted for at least 55 years to very low-income households, and for down-payment assistance to qualified first-time homebuyers.



TABLE C-44: FINANCIAL RESOURCES FOR HOUSING, 2020

Program Name	Program Description
Mobile Home Park Resident Ownership Program (MPROP)	Provides loans to mobile home park resident organizations, non-profit entities, and local public agencies to finance the preservation of affordable mobile home parks by conversion to ownership control.
Multifamily Housing Program (MHP)	Provides low-interest, long-term, deferred-payment loans for the new construction, rehabilitation, and preservation of rental housing, supportive housing, and housing for homeless youth.
No Place Like Home Program	Provides funding to invest in the development of permanent supportive housing for persons who are in need of mental health services and are experiencing homelessness, chronic homelessness, or who are at risk of chronic homelessness.
Office of Migrant Services (OMS)	Provides grants to local government agencies that contract with HCD to operate OMS centers located throughout the state for the construction, rehabilitation, maintenance, and operation of seasonal rental housing for migrant farmworkers.
Permanent Local Housing Allocation (PLHA)	Provides a permanent source of funding for the predevelopment, development, acquisition, rehabilitation, and preservation of affordable housing, including multifamily, residential live-work, and Accessory Dwelling Units (ADUs).
Predevelopment Loan Program (PDLP)	Provides short-term predevelopment loans to finance the continued preservation, construction, rehabilitation, or conversion of assisted housing primarily for low-income households.
Regional Early Action Planning (REAP) Grants	Provides funding for council of governments (COGs) and other regional entities to collaborate on projects that have a broader regional impact on housing. Grant funding is intended to help regional governments and entities facilitate local housing production that will assist local governments in meeting their Regional Housing Need Allocation (RHNA).
Senate Bill (SB) 2 Planning Grants Program	Provides one-time non-competitive/over the counter funding and technical assistance to all eligible local governments in California to adopt and implement plans and process improvements that streamline housing approvals and accelerate housing production. The SB 2 Planning Grants allocates a total of \$5,625,000 to SACOG jurisdictions for planning activities that have a nexus to accelerating housing production. The City of Folsom was allocated \$310,000 under this grant program.
State Community Development Block Grant Program (CDBG)	Provides grants to fund housing activities, public works, community facilities, public service projects, planning and evaluation studies, and economic assistance to local businesses and low-income microenterprise owners serving lower-income people in small, typically rural communities.
Supportive Housing Multifamily Housing Program (SHMHP)	Provides low-interest loans to developers of permanent affordable rental housing that contain supportive housing units. Loans have a 55-year term at three percent simple annual interest. Loans may be used for new construction or rehabilitation of a multifamily rental housing development, or conversion of a nonresidential structure to a multifamily rental housing development.
TOD Housing Program	Provides low-interest grants and/or loans for the development and construction of mixed-use and rental housing development projects, homeownership mortgage assistance, and infrastructure necessary for the development of housing near transit stations.
Veterans Housing and Homelessness Prevention Program (VHHP)	Provides long-term loans for development or preservation of rental housing for very low- and low-income veterans and their families.
PRIVATE RESOURCES	
California Community Reinvestment Corporation (CCRC)	Non-profit mortgage banking consortium that provides long-term debt financing for multifamily affordable rental housing. CCRC specializes in programs for families, seniors, citizens with special needs, and mixed-use developments. Both non-profit and for-profit developers are eligible.

TABLE C-44: FINANCIAL RESOURCES FOR HOUSING, 2020	
Program Name	Program Description
Federal Home Loan Bank Affordable Housing Program	Provides direct subsidies to non-profit and for-profit developers, and public agencies for the construction of affordable low-income ownership and rental projects. Many projects are designed for seniors, the disabled, homeless families, first-time homeowners, and others with limited resources or special needs.
Federal National Mortgage Association (Fannie Mae)	A shareholder-owned company with a Federal charter that operates in the secondary mortgage market. Fannie Mae provides a variety of mortgages for single- and multifamily housing, and has programs specifically designed for affordable housing.
Federal Home Loan Mortgage Corporation (Freddie Mac)	A government-sponsored enterprise that makes homeownership and rental housing more accessible and affordable Freddie Mac operates in the secondary mortgage market and purchase mortgage loans from lenders so that they can in turn provide more loans to qualified borrowers.

Source: Compiled by Ascent, May 2020.

3.4.4 ASSISTED HOUSING PROJECTS IN FOLSOM

In addition to ongoing housing programs, there are 751 existing affordable housing units receiving government assistance in Folsom. These units provide affordable housing for lower income households including seniors and families, as shown in Table C-45.

In addition, Parkway Affordable Apartments, approved by the City in 2017, is currently pending construction and will provide 72 very low- and low-income units using tax credits and City housing funds. Bidwell Place, sponsored by St. Anton Partners, is currently pending plan review and will provide 75 very low- and low-income units using tax credits and City housing funds.

In addition to government assisted housing, the City has supported the creation of affordable units through the City’s Inclusionary Housing Ordinance. The ordinance, discussed later in the chapter, requires that 10 percent of new ownership units be deed-restricted as affordable housing for a period of at least 20 years. Through this ordinance, 75 deed-restricted ownership units have been created. The City has also collected approximately \$6.3 million in in-lieu fees through the ordinance from 2014 through October 2020, which are used to provide gap financing for affordable housing projects.

TABLE C-45: PROJECTS RECEIVING GOVERNMENT ASSISTANCE, CITY OF FOLSOM, 2020

Name of Development	Sponsor	Funding Sources	Year Built/ Rehabilitated	Expiration Date	Housing Units	Target Income Groups
Folsom Gardens I*	Mercy Housing	Section 8	1970/1997	2044	48	Extremely low-income families and seniors
Folsom Gardens II*	Mercy Housing	Section 8	1970/1997	2047	47	Extremely low-income families and seniors
Mercy Village	Mercy Housing	Tax credits, CHFA, CDBG and Redevelopment funds, County HOME funds	1960/1999	2039/ 2055**	81	Very low-income families and seniors
Creek View Manor	Mercy Housing	Tax credits, CHFA, CDBG, Redevelopment funds, County HOME funds	2007	2062	138	Very low- and low-income seniors
Vintage Willow Creek	USA Properties	Tax credits, CHFA, CDBG and Redevelopment funds	2003	2058	184	Very low- and low-income seniors
Folsom Oaks Apartments	TLCS and Mercy Housing	HUD Section 811, MHP, CHFA, County HOME funds, City funds	2011	2066	18	Very low-income households
Forestwood at Folsom Apartments	USA Properties	Tax credits, County HOME funds, City funds	2012	2066	55	Very low- and low-income families
Granite City Apartments	St. Anton Partners	Tax credits, City funds	2013	2068	80	Very low- and low-income families
Bidwell Pointe	St. Anton Partners	Tax credits, City funds	2019	2071	100	Very low- and low-income families
Total					751	

Notes: *The City does not have affordability agreements with Mercy Housing for Folsom Gardens. The HUD Use Agreements require that Folsom Gardens remain affordable for the "...useful life of the Project." The California Housing Partnership estimates an affordability end year of 2044 for Folsom Gardens I and an affordability end year of 2047 for Folsom Gardens II.

**7 of the 81 units were deed restricted for 40 years (until 2039). The remaining units are deed restricted until 2055.

Source: City of Folsom 2020; California Housing Partnership Preservation Database, July 2020; Ascent Environmental, Inc., 2020.

3.4.5 PRESERVING AT-RISK UNITS

State law requires that housing elements include an inventory of all publicly assisted multifamily rental housing projects within the local jurisdiction that are at risk of conversion to uses other than low-income residential during the next 10 years from the start of the Housing Element planning period (i.e., May 15, 2021).

California Government Code Section 65863.10 requires that owners of Federally-assisted properties must provide tenants notice of a scheduled expiration of rental restrictions within 3 years, 12 months, and 6 months of the expiration of their contract, opt-outs, or prepayment. Owners must provide notices of intent to public agencies, including HCD, the local redevelopment agency, the local public housing authority, and to all impacted tenant households. The six-month notice must include specific information on the owner's plans, timetables, and reasons for termination. Under Government Code Section 65863.11, owners of Federally-assisted projects must provide a Notice of Opportunity to Submit an Offer to Purchase to Qualified Entities, non-profit or for-profit organizations that agree to preserve the long-term affordability if they should acquire at-risk projects, at least one year before the sale or expiration of use restrictions. Qualified Entities have first right of refusal for acquiring at-risk units.

As illustrated in Table C-45, there are currently (2020) no projects at risk of conversion. The units at Folsom Gardens I and Folsom Gardens II (built in 1970 and 1973) were preserved in 1997, and the units continue to be affordable with Section 8 assistance available for all of the units. The income limit for applicants is 30 percent of area median income. Although not required by law, the fact that the affordability of the Folsom Gardens units was preserved is especially important because this is one of two rental housing in Folsom with all units targeted to extremely low-income households. Mercy Housing manages the project.

In summary, there are no affordable units in Folsom at risk of conversion to market-rate uses within the next 10 years; however, if there were units at-risk, there are a variety of Federal, State, and local programs available for the preservation of these units.

Federal Programs to Preserve At-Risk Units

For below-market properties, Section 8 preservation tools include the Mark-Up-to-Market program, which provides incentives for for-profit property owners to remain in the Section 8 program after their contracts expire. The Mark-Up-to-Budget program allows non-profit owners to increase below-market rents to acquire new property or make capital repairs while preserving existing Section 8 units. For above-market properties, Mark-to-Market provides owners with debt restructuring in exchange for renewal of Section 8 contracts for 30 years.

For Section 236 properties, Interest Reduction Payment (IRP) Retention/Decoupling enables properties to retain IRP subsidy when new or additional financing is secured.

Due to the termination of two major federal preservation programs (LIHPRHA and ELIHPA), and the limitations of existing federal tools such as Mark-to-Market, state and local actors must assume a greater role in preserving HUD-assisted properties.

Section 515 enables USDA to provide deeply subsidized loans directly to developers of rural rental housing. Loans have 30 year terms and are amortized over 50 years. The program gives first priority to individuals living in substandard housing.

A range of resources are available for preservation of Section 515 resources. Non-profit organizations can acquire Section 515 properties and assume the current mortgage or receive a new mortgage to finance acquisition and rehabilitation of the structures. Section 538 Rental Housing Loan Guarantees are available for the Section 514 and 516 loans and grants are also available for purchase and rehabilitation of Section 515 properties that are occupied by farmworkers. Section 533 provides a Housing Preservation Grant Program, which funds rehabilitation, but not acquisition.

State Programs to Preserve At-Risk Units

At the state level, the California Housing Finance Agency offers low interest loans to preserve long-term affordability for multifamily rental properties through its Taxable, Tax-Exempt, or CalHFA funded Permanent Loan programs.

HCD offers the Multifamily Housing Program (MHP), which provides deferred payment loans for preservation of permanent and transitional rental housing, as well as new construction and rehabilitation.

The Golden State Acquisition Fund (GSAF) is sponsored by HCD’s Affordable Housing Innovation Fund and provides loans to developers for acquisition or preservation of affordable housing.

The Mobile Home Park Rehabilitation and Resident Ownership Program provides short- and long-term low interest rate loans for the preservation of affordable mobile home parks for ownership or control by resident organizations, nonprofit housing sponsors, or local public agencies. MPRROP also makes long-term loans to individuals to ensure continued affordability.

The HOME Investment Partnerships Program provides grants to cities and counties and low-interest loans to state-certified community housing development organizations to create and preserve affordable housing for single- and multifamily projects benefitting lower-income renters or owners.

Qualified Entities

Qualified entities are non-profit or for-profit organizations with the legal and managerial capacity to acquire and manage at-risk properties that agree to maintain the long-term affordability of projects. Table C-46 lists the qualified entities for Sacramento County.

TABLE C-46: QUALIFIED ENTITIES, 2019	
Organization	City
ACLIC, Inc.	Stockton
Affordable Housing Foundation	San Francisco
Eskaton Properties, Inc.	Carmichael
Housing Corporation of America	Laguna Beach
Norwood Family Housing	Sacramento
ROEM Development Corporation	Santa Clara
Rural California Housing Corp.	West Sacramento
Sacramento Valley Organizing Community	Sacramento
Satellite Housing Inc.	Berkeley
Volunteers of America National Services	Sacramento

Source: California Department of Housing and Community Development, 2019.

3.5 Energy Conservation Opportunities

State housing element law requires an analysis of the opportunities for energy conservation in residential development. Energy efficiency has direct application to affordable housing because the more money spent on energy, the less available for rent or mortgage payments. High energy costs have particularly detrimental effects on low-income households that do not have enough income or cash reserves to absorb cost increases and at times must choose between basic needs such as shelter, food, and energy. In addition, energy price increases have led to a renewed interest in energy conservation.

All new buildings in California must meet the standards contained in Title 24, Part 6, of the California Code of Regulations (Building Energy Efficiency Standards for Residential and Nonresidential Buildings). These regulations respond to California's energy crisis and need to reduce energy bills, increase energy delivery system reliability, and contribute to an improved economic condition for the state. They were established by the California Energy Commission in 1978 and are updated every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 California Energy Code, which was adopted by California Energy Commission on May 9, 2018, will apply to projects constructed after January 1, 2020. The newest update enables homes to reduce electricity demands through solar photovoltaic systems and other measures, helping to reduce energy bills and the carbon footprint. The California Energy Commission estimates a 53-percent reduction in energy use and an expected savings of \$19,000 over a 30-year mortgage from the previous energy code.

The City of Folsom enforces energy efficiency requirements through the building permit process. The City adopted the 2019 California Building Code (including Title 24, Part 6, described above) on January 14, 2020, see Chapter 14.02 of the City's Municipal Code. All new construction must comply with the standards in effect on the date a building-permit application is made.

The California Building Code includes green building regulations, referred to as CALGreen, to encourage more sustainable and environmentally friendly building practices, require low pollution emitting substances that can cause harm to the environment, conserve natural resources, and promote the use of energy efficient materials and equipment. The City of Folsom adopted the California Green Building Standards Code, 2019 Edition, in 2020, see Chapter 14.20 of the City's Municipal Code.

CALGreen Requirements for new buildings include:

- Separate water meters for nonresidential buildings' indoor and outdoor water use;
- Install water conserving plumbing fixtures and fittings to reduce indoor-water consumption;
- Water-efficient landscaping and moisture-sensing irrigation systems for larger landscape projects;
- Divert 65 percent of construction waste from landfills;
- Install low pollutant-emitting materials;
- Installation of solar photovoltaics;
- Domestic hot water solar preheat requirement of 20-30 percent; and
- Home Energy Rating System testing for kitchen exhaust hood ventilation, insulation, and heating, ventilation, and air conditioning systems.

In accordance with the provisions of the California Subdivision Map Act, Section 16.32.090 of Folsom’s Municipal Code states that the City may require a subdivider to dedicate easements to ensure that each parcel has access to sunlight for solar energy systems. The Code also states that solar access easements shall not result in reducing allowable densities or lot coverage.

The City supports several Property Accessed Clean Energy (PACE) programs. These programs encourage investing in energy efficiency by providing special assessment financing for energy efficiency and renewable energy projects. Loans are repaid through property taxes.

SMUD provides electricity services and PG&E provides gas services for the City of Folsom. Both utilities offer a variety of programs to increase energy conservation and reduce monthly energy costs for lower-income households.

SMUD offers rebates, special promotions, and home-improvement loans to assist residential customers with energy efficiency upgrades and improvements. SMUD’s Home Performance Program helps residents reduce energy use by evaluating a home’s current energy use and recommending home improvements.

In addition, SMUD offers reduced electricity rates through the Energy Assistance Program Rate (EAPR) for customers that qualify as low-income. The reduction is based on income levels compared to the Federal Poverty Level (FPL). EAPR customers with a household income at or below the FPL would receive the largest monthly discounts (up to \$60 per month in 2020). EAPR customers with a household income between 100 percent and 200 percent of the FPL would receive smaller discounts (up to \$20 per month in 2020). SMUD also offers reduced electricity rates for customers that require electrically powered medical equipment. The reduction is equal to \$15 off each monthly bill.

PG&E offers the following financial and energy-related assistance programs for its low-income customers in Folsom:

- **California Alternate Rates for Energy (CARE).** PG&E offers this rate reduction program for low-income households. PG&E determines qualified households by a sliding income scale based on the number of household members. The CARE program provides a discount of 20 percent or more on monthly energy bills.
- **Energy Savings Assistance Program.** PG&E’s Energy Savings Assistance program offers free weatherization measures and energy-efficient appliances to qualified low-income households. PG&E determines qualified households through the same sliding income scale used for CARE. The program includes measures such as attic insulation, weather stripping, caulking, and minor home repairs. Some customers qualify for replacement of appliances including refrigerators, air conditioners, and evaporative coolers.
- **REACH (Relief for Energy Assistance through Community Help).** The REACH program is sponsored by PG&E and administered through a non-profit organization. PG&E customers can enroll to give monthly donations to the REACH program. Through the REACH program, qualified low-income customers who have experienced uncontrollable or unforeseen hardships, that prohibit them from paying their utility bills may receive an energy credit. REACH assistance is available once per 12-month period, with exceptions for seniors and mentally- and physically

disabled persons. Eligibility is determined by a sliding income scale based on the number of household members. To qualify for the program, the applicant's income cannot exceed 200 percent of the Federal poverty guidelines.

- **Energy Efficiency for Multifamily Properties.** The Energy Efficiency for Multifamily Properties program is available to owners and managers of existing multifamily residential dwellings containing five or more units. The program encourages energy efficiency by providing rebates for the installation of certain energy-saving products.
- **Medical Baseline Allowance.** The Medical Baseline Allowance program is available to households where a California-licensed physician has certified that a full-time resident is either dependent on life-support equipment while at home; a paraplegic, hemiplegic, quadriplegic, or multiple sclerosis patient with special heating and/or cooling needs; a scleroderma patient with special heating needs; suffering from a life-threatening illness or compromised immune system with special heating and/or cooling requirements to sustain the patient's life or prevent deterioration of the patient's medical condition; or suffering from asthma and/or sleep apnea. The program allows customers to get additional quantities of energy at the lowest or baseline price for residential customers.

In addition to the local programs described above, the California Department of Community Services and Development (CSD) administers the Federally funded Low-Income Home Energy Assistance Program (LIHEAP). This program provides two types of assistance: Home Energy Assistance and Energy Crisis Intervention. The first type of assistance is a direct payment to utility bills for qualified low-income households. The second type of assistance is available to low-income households that are in a crisis situation. CSD also offers free weatherization assistance, such as attic insulation, caulking, water heater blankets, and heating and cooling system repairs to low-income households.

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4 Potential Housing Constraints

State housing element law requires local jurisdictions to review both governmental and non-governmental constraints to the maintenance and production of housing for all income levels. Since local governmental actions can restrict the development and increase the cost of housing, State law requires the housing element to “address and, where appropriate and legally possible, remove governmental and nongovernmental constraints to the maintenance, improvement, and development of housing” (Government Code Section 65583(c)(3)). The housing element must also analyze potential and actual constraints upon the development, maintenance, and improvement of housing for persons with disabilities.

4.1 Potential Governmental Constraints

City of Folsom policies and regulations that affect residential development and housing affordability include land use controls, permit processing procedures and fees, development impact fees, on- and off-site infrastructure improvement requirements, and building codes and enforcement. This section describes these standards and assesses whether they constrain housing development.

4.1.1 LAND USE CONTROLS - GENERAL PLAN AND ZONING

The Folsom General Plan establishes land use designations for all land within the city limits. These land use designations specify the type of development that the City will allow. The General Plan land use designations include seven designations that permit a range of residential development types (see Table C-47) up to densities of 30 units per acre: Single Family (SF), Single Family High Density (SFHD), Multifamily Low Density (MLD), Multifamily Medium Density (MMD), Multifamily High Density (MHD), Historic Folsom Mixed Use (HF), and Mixed Use (MU). In addition, the City’s recent General Plan Update, adopted in 2018, created the East Bidwell Mixed Use Overlay which extends along East Bidwell Street from Riley Street, in the Central Business District, to Highway 50. This overlay designation allows for multifamily housing at 20 to 30 units per acre as well as shops, restaurants, services, offices, and other compatible commercial uses. These uses are in addition to those allowed by the underlying General Plan land use designation.

The General Plan also identified half-mile areas around light rail stations where SACOG has designated “Transit Priority Areas” and commits the City to assisting with the development of new housing and employment uses in these areas. The City is currently updating the Zoning Code to create new standards for transit-oriented development.

The City Zoning Code is adopted as Title 17 of the Folsom Municipal Code. The City is currently (2020) undergoing a comprehensive zoning code update which will review and revise existing development standards and will outline new development standards for the East Bidwell Mixed Use Overlay and transit priority areas. The following is a description of the adopted Zoning Code, as of August 2020. The Zoning Code is available on the City website.



TABLE C-47: RESIDENTIAL AND MIXED USE GENERAL PLAN LAND USE DESIGNATIONS, CITY OF FOLSOM, 2020				
LU Designation	Code	Description	Maximum Residential Density	Consistent Zoning Districts
Single Family	SF	Single family detached homes at low to medium densities.	4 units/acre	R-1-L, R-1-ML
Single Family High Density	SFHD	Single family homes at high densities. Duplexes, halfplexes, mobile home parks, zero-lot line homes, and attached homes may be included	7 units/acre	R-1-M, R-2, RMH
Multifamily Low Density	MLD	Multifamily low density residential developments. Small-lot single family detached, zero-lot line homes, duplexes, halfplexes, townhouses, condominiums, and apartments may be included.	12 units/acre	R-M, R-2
Multifamily Medium Density	MMD	Multifamily medium density residential, including townhouses, condominiums, and apartments.	20 units/acre	R-M, R-3
Multifamily High Density	MHD	Multifamily high density residential units in apartment buildings.	30 units/acre	R-M, R-4
Mixed Use	MU	A mixture of commercial and residential uses, including multifamily housings, shops, restaurants, services, offices, hospitality, and other compatible uses.	30 units/acre	MU, MU-TCOZ, MU-EDOZ, SP-MU
Historic Folsom Mixed Use	HF	A mixture of commercial and residential uses designed to preserve and enhance the historic character of Folsom's old town center.	30 units/acre	HD
East Bidwell Mixed Use Overlay	EBC	Provides flexibility for a mixture of commercial and residential uses along East Bidwell Street. Allows for multifamily housing, shops, restaurants, services, and offices.	30 units/acre	various

Source: City of Folsom 2035 General Plan.

The current zoning code includes eight residential and three mixed use zoning districts. Table C-48 lists and describes the eight residential and three mixed use zoning districts in the currently (2020) adopted zoning code. Similar to zoning ordinances in other jurisdictions, the Folsom Municipal Code does not explicitly state the permitted maximum residential density for most zoning districts, but instead specifies minimum lot areas. In the case of the R-1-L, R-1-ML, and R-1-M districts, only one primary single family dwelling is allowed per lot (ADUs are also permitted). The R-2 district allows two primary units per lot.

As shown in Table C-48, the R-3 zone allows up to a four-unit structure per lot. This has the implication that lot splits may be required to develop larger parcels at higher densities. Also, setback, access, and parking requirements can reduce the actual realistic development density below the maximum density listed in the table depending on the lot size. However, the City is conducting a zoning code update and the revised zoning code will allow for a broader range of housing types, including apartments, and will not limit the R-3 zone to a maximum four-unit structure per lot.

APPENDIX C HOUSING ELEMENT BACKGROUND REPORT

TABLE C-48: RESIDENTIAL AND MIXED USE ZONING DISTRICTS, CITY OF FOLSOM, 2020				
Zoning Designation	Code	Allowed Residential Uses	Minimum Lot Size	Maximum Density (based on Minimum Lot Size)
Residential Single Family, Large Lot District	R-1-L	Single family dwellings	14,500 sq. ft.	3.0 units/acre
Residential Single Family, Medium Lot District	R-1-ML	Single family dwellings	10,000 sq. ft.	4.4 units/acre
Residential Single Family, Small Lot District	R-1-M	Single family dwellings	6,000 sq. ft. (7,500 sq. ft. for corner lots)	7.3 units/acre (5.8 units/acre for corner lots)
Two-Family Residential District	R-2	Single family dwellings, duplexes	6,000 sq. ft. (7,500 sq. ft. for corner lots)	14.5 units/acre (11.6 units/acre for corner lots)
Neighborhood Apartment District	R-3	Single family attached dwellings, duplexes, 3- and 4-family dwellings/ apartments, emergency shelters	6,000 sq. ft. (7,500 sq. ft. for corner lots)	29.0 units/acre (23.2 units/acre for corner lots)
Residential, Multifamily Dwelling District	R-M	Single family zero lot dwellings, duplexes, multifamily dwellings or group dwellings, apartment houses	6,000 sq. ft. (7,500 sq. ft. for corner lots), minimum lot area per dwelling unit or guestroom is 3,500 sq. ft. (1,700 sq. ft. may be allowed with a use permit)	12.4 units/acre (25.6 units/acre with use permit)
General Apartment District	R-4	Single family attached dwellings, duplexes, 3- and 4-family dwellings/ apartments, emergency shelters	6,000 sq. ft. (7,500 sq. ft. for corner lots)	30 units/acre (based on MHD General Plan designation)
General Mixed Use Overlay Zone	MU	Retail, dining, personal service, professional office, and residential uses, including live/work studios.	0.5 acres	30 units/acre
Mixed Use Town Center Overlay Zone	MU-TCOZ	Retail, dining, personal service, professional office, and residential uses, including live/work studios.	0.5 acres	30 units/acre
Mixed Use Entertainment District Overlay Zone	MU-EDOZ	Retail, dining, personal service, professional office, and residential uses, including live/work studios.	0.5 acres	30 units/acre
Residential Mobile Home Zone	RMH	Mobile-homes and mobile-home parks	n/a	Maximum average of 7 mobile homes per gross acre.

Source: City of Folsom Title 17 Zoning Code.

The City Zoning Code establishes requirements for the planned development district. The PD district is a “combining district” that is intended to be combined with a “base” underlying zoning district. The same uses in the underlying zone are allowed with a PD overlay. The PD district can also be applied to Specific Plan areas and to allow for greater flexibility in site design and may permit variances in height, setback, lot area and coverage, parking, and other provisions in the regulations of the underlying zone. However, changes to the allowed density or use of the property require a general plan amendment and/or rezoning of the property. Planned Development Permits are not

required for development of multi-family projects but are an option should additional flexibility or deviation from traditional development standards be warranted.

The FPASP, adopted June 28, 2011, includes five residential and one mixed use zoning districts for the area south of Highway 50. Table C-49 shows the zoning districts contained in the FPASP. Consistent with the requirements of the Folsom Municipal Code, the entire Plan Area was zoned SP-Specific Plan and assigned a number to distinguish the Plan Area from all other specific plan areas in the city.

TABLE C-49: FOLSOM AREA SPECIFIC PLAN RESIDENTIAL AND MIXED USE ZONING DISTRICTS, CITY OF FOLSOM, 2020				
Zoning Designation	Code	Allowed Residential Uses	Minimum Lot Size	Allowed Density (based on Minimum Lot Size)
Specific Plan-Single Family	SP-SF	Single family detached homes	6,000 sq. ft.	1-4 units/acre
Specific Plan-Single Family High Density	SP-SFHD	Single family and two family attached and detached dwellings	4,000 sq. ft.	4-7 units/acre
Specific Plan-Multifamily Low Density	SP-MLD	Single family, two family, and multifamily dwellings	Single Family/Two Family: 3,000 sq. ft. Townhouses: 1,000 sq. ft. per dwelling unit Condominiums, Garden Apartments, Apartments: 1 acre	7-12 units/acre
Specific Plan-Multifamily Medium Density	SP-MMD	Multiple family dwellings including townhomes, apartments, and condominiums	Townhouses: 1,000 sq. ft. per dwelling unit Condominiums, Garden Apartments, Apartments: 1 acre	12-20 units/acre
Specific Plan-Multifamily High Density	SP-MHD	Multiple family dwellings including townhomes, apartments, and condominiums	0.5 acre	20-30 units/acre
Specific Plan-Mixed Use District	SP-MU	Multiple family dwellings including townhouses, condominiums, apartments, and live/work studios	0.5 acre	9-30 units/acre

Source: Folsom Area Specific Plan, 2011.

The setback, lot coverage, and maximum height requirements for residential zones are shown below in Table C-50 and for residential zones within the FPASP in Table C-51 on the following page. The requirements are similar to those of other communities throughout the state and are not considered a constraint to the development of affordable housing. The requirements in the FPASP allow smaller setbacks and more lot coverage than the rest of the City, providing more flexibility in development standards. However, as noted earlier, the City is undertaking a comprehensive zoning code update, which will modify development standards.

TABLE C-50: SETBACK, LOT COVERAGE, AND HEIGHT REQUIREMENTS IN RESIDENTIAL AND MIXED USE ZONES, CITY OF FOLSOM, 2020					
Zone	Front Setback	Minimum Side Setback	Rear Setback	Maximum Lot Coverage	Maximum Height
R-1-L	35 ft.	5ft one side, 11 ft. other side	20 percent of lot depth, 15 ft. min.	30 percent	2 stories, 35 ft.
R-1-ML	20 ft.	5ft one side, 11 ft. other side	20 percent of lot depth, 10 ft. min.	35 percent	2 1/2 stories, 35 ft.
R-1-M	20 ft.	5ft one side, 11 ft. other side	20 percent of lot depth, 10 ft. min.	35 percent	2 1/2 stories, 35 ft.
R-2	20 ft.	5ft one side, 10 ft. other side	20 percent of lot depth, 10 ft. min.	40 percent	2 1/2 stories, 35 ft.
R-3	20 ft.	5ft one side, 10 ft. other side	20 percent of lot depth, 10 ft. min.	50 percent	2 stories, 35 ft.
R-M	20 ft.	5ft one side, 11 ft. other side (except street side of corner lot: 16 ft.)	20 percent of lot depth, 10 ft. min.	60 percent	4 stories, 50 ft.
R-4	20 ft.	5ft one side, 10 ft. other side	20 percent of lot depth, 10 ft. min.	60 percent	4 stories, 50 ft.
MU, MU-TCOZ, MU-EDOZ	0 ft.	0 ft. (3 ft. accessory structures)	0 ft.	n/a	50 ft. (15 ft. accessory structure)
RMH ¹	n/a	n/a	n/a	n/a	n/a

Note: ¹Different development standards apply to the RMH (Residential Mobile Home) district
 Source: City of Folsom Title 17 Zoning Code.



TABLE C-51: FOLSOM PLAN AREA SPECIFIC PLAN SETBACK, LOT COVERAGE, AND HEIGHT REQUIREMENTS IN RESIDENTIAL AND MIXED USE ZONES, 2020

	SP-SF	SP-SFHD	SP-MLD			SP-MMD		SP-MHD	SP-MU
			Single Family and Two Family	Townhouses	Condominiums/ Apartments	Townhouses	Condominiums/ Apartments		
WIDTH (MEASURED AT FRONT YARD SETBACK)									
Interior Lot	60 feet	40 feet	30/60 feet	22 feet	n/a	n/a	n/a	n/a	n/a
Corner Lot	75 feet	45 feet	35/65 feet	37 feet	n/a	n/a	n/a	n/a	n/a
Cul-de-sac	45 feet	35 feet	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Flag Lot ¹	60 feet	40 feet	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FRONT YARD SETBACKS (MEASURED AT THE BACK OF SIDEWALK)									
Courtyard/Porch (from foundation line)	15 feet ²	12.5 feet	12.5 feet	12.5 feet	30 feet ⁵	12.5 feet	20 feet ⁵	Major/Minor Arterial: 40 feet Collector/Local Street: 10 feet	0 feet ⁷
Primary Structure	15 feet ²	15 feet	15 feet	15 feet	30 feet ⁵	15 feet	20 feet ⁵	Major/Minor Arterial: 40 feet Collector/Local Street: 10 feet	0 feet ⁷
Garage	20 feet	20 feet	20 feet	20 feet	30 feet ⁵	20 feet	20 feet	20 feet ⁶	n/a
SIDE YARD SETBACKS (MEASURED AT THE BACK OF SIDEWALK)									
Interior Side Yard	5 feet ³	5 feet ³	5 feet ⁴	n/a	10 feet	n/a	10 feet	10 feet	0 feet ³
Street Side Yard (corner lot)	15 feet	15 feet	12.5 feet	2 story: 15 feet 3 story: 20 feet	2 story: 15 feet 3 story: 20 feet	2 story: 15 feet 3 story: 20 feet	2 story: 15 feet 3 story: 20 feet	Major/Minor Arterial: 40 feet Collector/Local Street: 10 feet	0 feet
Garage Facing Side Street (corner lot)	20 feet	20 feet	20 feet	18 feet	n/a	18 feet	n/a	n/a	n/a
Second Dwelling Unit ¹	5 feet	5 feet	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Accessory Structures (interior lot lines)	5 feet	5 feet	3 feet	3 feet	5 feet	3 feet	5 feet	5 feet	3 feet

TABLE C-51: FOLSOM PLAN AREA SPECIFIC PLAN SETBACK, LOT COVERAGE, AND HEIGHT REQUIREMENTS IN RESIDENTIAL AND MIXED USE ZONES, 2020

	SP-SF	SP-SFHD	SP-MLD			SP-MMD		SP-MHD	SP-MU
			Single Family and Two Family	Townhouses	Condominiums/ Apartments	Townhouses	Condominiums/ Apartments		
REAR YARD SETBACKS (MEASURED AT THE BACK OF SIDEWALK)									
Main Building	20 feet	15 feet	10 feet	10 feet	10 feet	10 feet	10 feet	15 feet	0 feet ⁷
Second Dwelling Unit ¹	5 feet	5 feet	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Accessory Structure	5 feet	5 feet	5 feet	5 feet	5 feet	5 feet	5 feet	5 feet	0 feet
Detached Garage	5 feet	5 feet	5 feet	5 feet	n/a	5 feet	n/a	0 feet	n/a
BUILDING HEIGHT									
Main Building	35 feet	35 feet	35 feet	35 feet	50 feet	35 feet	50 feet	50 feet	50 feet
Detached Garage	18 feet	18 feet	18 feet	18 feet	18 feet	18 feet ⁶	18 feet ⁶	15 feet ⁶	n/a
Second Dwelling Unit ¹	18 feet	18 feet	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Accessory Building	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet

Note: ¹ If second dwelling unit placed above detached garage, then max. height increased to 22 feet and side and rear yard setbacks for both detached garage and second unit increased to 13 feet.

² 50% frontage; 20 feet minimum remainder

³ 10 feet minimum between buildings

⁴ For zero-lot-line dwelling units: 0 feet side yard setback for one side; 10 feet side yard setback for the other side.

⁵ 0 feet within Town Center

⁶ Garage/Carports

⁷ Courtyard/Porch/Plaza: Setbacks may vary based on Design Review approval by the City. Refer to Implementation Section 13.2.4.

Source: Folsom Plan Area Specific Plan, 2011.

4.1.2 FOLSOM PLAN AREA SPECIFIC PLAN MAXIMUM UNIT COUNT

Since the adoption of the FPASP in 2011, the Folsom City Council has approved a number of amendments to the specific plan that have resulted in shifts in land uses and changes to the total residential unit count. Per the amendment approved in March 2018, the maximum residential unit capacity for the FPASP is 11,461 units. As stated in Policy 4.7 of the FPASP, the transfer of dwelling units is permitted between parcels, as long as the total number of dwelling units in the FPASP does not exceed 11,461. Since the March 2018 amendment, several land use changes and density transfers have been approved for projects in the FPASP. However, these amendments have not resulted in an increase in the maximum unit count.

As a result of the FPASP policy limiting the total number of units, projects proposing an increase in density can only be approved if density is decreased elsewhere in the Plan, and a specific plan amendment is approved. Specific plan amendments increase time and effort for project approval, thereby reducing flexibility for housing development. Housing Element Program H-2 directs the City Council to consider a specific plan amendment that would allow for increases in the maximum unit count for the FPASP in order to maintain adequate housing sites to accommodate the RHNA.

4.1.3 BUILDING CODES AND ENFORCEMENT

Building Codes mandated by the State of California and their enforcement are necessary to ensure safe housing conditions but can result in increased housing costs and impact the feasibility of rehabilitating older properties. The City has adopted the 2019 California Building Standards Codes (CBSC), which is the most recent version of the CBSC. The City has adopted only minor administrative amendments to the building code. The City's building codes are consistent with the codes applied in other local jurisdictions in California and do not negatively impact the construction of affordable housing.

As with most jurisdictions, the City responds to code enforcement problems largely on a complaint basis. The usual process is to conduct a field investigation after a complaint has been submitted through the Code Enforcement Hotline, or some other means. If the complaint is found to be valid, the immediacy and severity of the problem is assessed. The City's philosophy is to effectively mitigate serious health or safety problems, while allowing the property owner a reasonable amount of time and flexibility to comply.

4.1.4 PERMIT PROCESSING PROCEDURES

Permit processing procedures and timelines are often cited by the development community as a primary contributor to housing costs. However, the City has taken several steps to streamline the approval process.

The City's Planning Division processes planning permit and entitlement applications including design review, use permits, variances, rezones, and general plan amendments. The City requires that project applications with the required construction drawings be submitted to the Community Development Department for plan review. Plans are reviewed to ensure that the project meets City requirements outlined in the Folsom Municipal Code and the California Building Code. If such requirements are not met, City staff notifies the applicant of the necessary revisions and the applicant must re-submit

for review. Once all requirements are met, the applicant must pay all remaining fees, upon which the City issues a building permit and construction can begin.

In April 2020, the City launched its electronic plan review process allowing applicants to submit plans, drawings, and supporting documents to the City for review electronically, eliminating the need to provide printed copies of plans. This electronic program streamlines the plan review cycle, reduces costs associated with obtaining building permits and development entitlements, and supports Folsom's sustainability efforts.

Design Review

The City of Folsom requires a design review process subject to either City staff or Planning Commission review. City staff has approval authority for smaller-scale projects, including custom single family homes, master residential building plans, and multifamily projects containing no more than two units. The Planning Commission is the review authority for multifamily projects containing more than two units and projects that are part of a planned development or a tentative subdivision map. Developments within the Historic District are subject to design review and approval by the Historic District Commission.

Title 17 of the City's Municipal Code (Design Review) requires that City staff and/or Planning Commission make findings based on adopted city-wide design guidelines and determine compatibility with surrounding development and consistency with the general design theme of the neighborhood. Currently (2020) new multifamily residential developments in Folsom must adhere to the City's Design Guidelines for Multifamily Development.

The State Legislature has enacted several bills that require jurisdictions to adopt objective design standards. First, under the Housing Accountability Act, a housing development may only be denied or reduced in density if it is inconsistent with objective standards. Senate Bill 330, Housing Crisis Act of 2019, prohibits cities and counties from adopting standards that reduce residential development capacity and imposing or enforcing new design standards established on or after January 1, 2020, that are not objective design standards. Finally, Senate Bill 35, passed in 2017, requires jurisdictions that have failed to approve housing projects sufficient to meet their State-mandated RHNA to provide streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. Per Senate Bill 35, review and approval of proposed project's with at least 50 percent affordability must be based on objective standards and cannot be based on subjective design guidelines.

The City Zoning Code and Design Guidelines currently (2020) include subjective language. The City is in the process of amending the Zoning Code to incorporate objective design standards, which will replace the Design Guidelines for Multifamily Development. The Zoning Code update is expected to be completed Fall 2021. In addition, Housing Element Program H-8 calls for the City to rescind the Design Guidelines for Multifamily Development in conjunction with Housing Element adoption.

Typical Processing Times

Permit processing times vary largely by project type and depend on the project size, complexity of the project, and the number of approvals needed to complete the process. As shown in Table C-52 below, processing times range from 2 weeks to 12 months for projects requiring major actions, such as a rezone or general plan amendment. Actions requiring

approval from the Planning Commission or City Council typically have the longest processing times. However, actions are often completed concurrently with other actions and thereby reduce the total time needed to process a project application. Simultaneous review of the various actions and/or permits saves the City and the developer time and money.

TABLE C-52: TIMELINES FOR PERMIT PROCEDURES		
Type of Approval or Permit	Typical Processing Time	Approval Body
Site Design Review	2 - 4 weeks	Staff
Design Review	4 weeks ¹	Staff
Minor Use Permit	2 - 3 months	PC/HDC
Conditional Use Permit	2 - 3 months	PC/HDC
Planned Development Permit	3- 6 months	PC/HDC
Variance Review	2 - 3 months	PC/HDC
Rezone*	6 - 12 months	CC
General Plan Amendment*	6 - 12 months	CC
Specific Plan Amendment*	6 - 12 months	CC
Parcel Map Review	2 - 3 months	PC/HDC
Subdivision Map Review	6 months	CC

Source: City of Folsom, 2020; Folsom Municipal Code

¹ 30 days from a completed application; excludes CEQA review.

² Typically involves environmental review and multiple entitlements such as Planned Development Permit, Design Review, and Tentative Subdivision Map

For most discretionary approvals, such as tentative subdivision maps, an average timeline from submission of a complete application to consideration by the Planning Commission is 12 weeks. An additional three weeks is then required for consideration by the City Council. Once a tentative subdivision map is approved, the plan check turnaround timeline is approximately 20 working days for the first plan check and 10 working days for all subsequent plan checks. This same timeline applies to the building permit/construction drawing process. In an effort to further streamline the process, the City allows planned development permits to be processed in conjunction with other entitlements, and if processed alone, are issued by the Planning Commission.

Table C-53 shows the typical approval requirements by project type and estimated total processing times for each. The simultaneous processing of various approval requirements allows the total processing times to be reduced. Less complex projects, such as a single family unit, can be completed at staff level review and only take 2-4 weeks for approval. However, projects that require Planning Commission and/or City Council approval take longer to process. Subdivisions and multifamily developments typically take a total of 6 months processing time to complete all approval requirements.

TABLE C-53: TYPICAL PROCESSING PROCEDURES BY PROJECT TYPE		
Project Type	Typical Approval Requirements	Estimated Total Processing Time
Single Family Unit	Site Plan Review Design Review	2-4 weeks (Staff level review) 2-3 months (Planning Commission/Historic Design Commission review)
Subdivision	Site Plan Review Design Review Environmental Review Tentative Map Final Map	6 months
Multifamily Units	Site Plan Review Design Review Environmental Review	6 months

Source: City of Folsom, 2020

Senate Bill 35 Approvals

As stated earlier, Senate Bill 35 requires jurisdictions that have failed to meet their RHNA to provide streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. Because Folsom has met its RHNA for above moderate income housing in the Fifth Cycle (2013-2021) Housing Element but has not met its RHNA for lower income housing, projects providing at least 50 percent lower-income housing that meet all objective standards are eligible for ministerial (i.e., staff-level) approval under Senate Bill 35. However, to be eligible, projects must also meet a long list of other criteria, including prevailing wage requirements for projects over 10 units. As of August 2020, the City has not received any applications for Senate Bill 35 approval. The City will establish a process for Senate Bill 35 streamlining through the upcoming comprehensive zoning code update, scheduled for adoption in Fall 2021.

Senate Bill 330 Processing Procedures

Senate Bill 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. The bill allows a housing developer to submit a “preliminary application” to a local agency for a housing development project. Submittal of a preliminary application allows a developer to provide a specific subset of information on the proposed housing development before providing the full amount of information required by the local government for a housing development application. Submittal of the preliminary application secures the applicable development standards and fees adopted at that time. The project is considered vested and all fees and standards are frozen, unless the project changes substantially (by 20 percent or more of the residential unit count or square footage) or the applicant fails to timely submit a complete application as required by the Permit Streamlining Act.

Each jurisdiction may develop their own preliminary application form or may use the application form developed by HCD. In addition, the bill limits the application review process to 30 days, for projects less than 150 units, and 60 days, for projects greater than 150 units, and no more than 5 total public hearings, including Planning Commission, design review, and City Council.

Senate Bill 330 also prohibits cities and counties from enacting a development policy, standard, or condition that would have the effect of: (A) changing the land use designation or zoning to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed on January 1, 2018; (B) imposing or enforcing a moratorium on housing development; (C) imposing or enforcing new design standards established on or after January 1, 2020, that are not objective design standards; or (D) establishing or implementing certain limits on the number of permits issued or the population of the city or county.

In compliance with Senate Bill 330, the City accepts the use of the preliminary application form provided by HCD. In addition, the City is currently (2020) undergoing a comprehensive zoning code update which will include objective standards that will provide more clarity and certainty for residential developments.

Conclusion

Processing and permit procedures do not constitute a development constraint in Folsom. The City has made several efforts to streamline the approval process and provide flexibility for development standards. Additionally, the City's electronic plan review process further streamlines review and allows for simultaneous review of various approval requirements.

4.1.5 DEVELOPMENT FEES AND OTHER EXACTIONS

Table C-54 below shows typical planning and application fees, City impact fees, and other agency fees for a 2,250 square foot single family unit and an 850 square foot multifamily unit development in the city. The City's application fees and impact fees are estimated at just over \$35,000 for a single family home and just over \$20,000 per unit in a multi-family development. Adding in other agency fees, including school district fees, the total estimated fees for a single-family unit are \$56,286, and the total estimated fees for a typical multifamily project are \$30,711 per unit or approximately \$1,535,550 for a 50-unit development.

Table C-55 below shows typical planning and application fees, city impact fees, and other agency fees for a 2,250 square foot single family unit and an 850 square foot multifamily unit in the FPASP area. The FPASP identifies development fees by zoning district. As shown in the table, the total fees for a typical 2,250 square foot home in the single-family zoning district of the FPASP area would be \$61,401, including other agency fees. The fees for the same home in a single-family high-density zoning district would be \$59,303. For a multifamily project in a multifamily high-density zoning district, the total fees would be \$28,198 per unit, based on an 850 square foot unit; therefore, a 50-unit multifamily development would pay approximately \$1,409,900 in total fees.

TABLE C-54: TYPICAL DEVELOPMENT FEES, CITY OF FOLSOM

	Single Family Unit	Multifamily Unit
PLANNING & APPLICATION FEES		
Building Permit	\$2,134	\$910
Plan Check	\$150	\$150
State Revolving Fee	\$13	\$5
S.M.I.	\$40	\$14
Business License Fee	\$29	\$29
Planning & Application Fee Subtotal	\$2,366	\$1,108
CITY IMPACT FEES		
Transportation Improvement Fee	\$8,168	\$5,717
Light Rail Fee	\$724	\$498
Transportation Management	\$35	\$25
Water Connection	\$3,361	\$2,185
Water Impact	\$985	\$530
Water Meter	\$301	\$301
Drainage	\$1,037	\$1,037
Sewer Connection Fees	\$1,073	\$839
General Capital	\$1,596	\$1,596
Fire Capital	\$1,086	\$1,050
Police Capital	\$601	\$681
Humbug/Willow Creek Mitigation	\$276	\$174
School Admin Fee	\$45	\$45
Citywide Park Fee	\$7,037	\$4,675
General Park Equipment	\$94	\$94
Solid Waste Capital	\$363	\$363
Waste Management Fee	\$21	\$50
Inclusionary Housing ^{1, 2}	\$6,008	n/a
City Impact Fees Subtotal	\$32,811	\$19,860
OTHER AGENCY FEES		
County Measure A Transportation Mitigation	\$1,329	\$930
County Regional Sanitation ³	\$3,602	\$2,701
School Impact Fees ⁴	\$16,178	\$6,112
Other Agency Fees Subtotal	\$21,109	\$9,743
Total	\$56,286	\$30,711

Notes: Single family fees based on a 2,250 square foot (living area) single family, single-story detached entry level home with three bedrooms, two full baths, and an attached two-car garage (450 square feet). Multifamily fee based on 850 square foot unit.

¹ Inclusionary Housing Fee is only applicable to for-sale units.

² Based on median list price per square foot of \$267 (Zillow.com, July 2020); \$600,750 list price for 2,250 square foot single family home.

³ Based on the County Regional Sanitation fee for infill development. The County Regional Sanitation fee for new development is \$6,479.

⁴ \$7.19 per square foot (FCUSD, April 2020).

Sources: City of Folsom 2019; County of Sacramento; Sacramento Regional Sanitation District, July 2019; Folsom Cordova Unified School District, April 2020.

TABLE C-55: FPASP DEVELOPMENT IMPACT FEES, CITY OF FOLSOM – 2020

Planning & Application Fees	Single Family Unit		Multifamily Unit		
Building Permit	\$2,134		\$910		
Plan Check	\$150		\$150		
State Revolving Fee	\$13		\$5		
S.M.I.	\$40		\$14		
Business License Fee	\$29		\$29		
Planning & Application Fee Subtotal	\$2,366		\$1,108		
City Impact Fees	Single Family Unit		Multifamily Unit		
	SF	SFHD	MLD	MMD	MHD
FPASP General Capital	\$1,273	\$1,273	\$1,047	\$1,047	\$1,047
FPASP Library Capital	\$322	\$322	\$213	\$213	\$213
FPASP Municipal Center Capital	\$585	\$585	\$389	\$389	\$389
FPASP Police Capital	\$387	\$387	\$437	\$437	\$437
FPASP Fire Capital	\$1,089	\$1,089	\$1,054	\$1,054	\$1,054
FPASP Parks Capital	\$8,275	\$8,275	\$5,498	\$5,498	\$5,498
FPASP Trails Capital	\$1,637	\$1,637	\$1,087	\$1,087	\$1,087
FPASP Solid Waste	\$515	\$515	\$342	\$342	\$342
FPASP Corp Yard	\$1,369	\$830	\$499	\$239	\$180
FPASP Transit	\$1,444	\$1,313	\$1,182	\$1,051	\$984
FPASP Highway 50 Improvement	\$1,398	\$1,272	\$1,145	\$1,018	\$954
FPASP Highway 50 Interchange	\$2,845	\$2,586	\$2,326	\$2,067	\$1,940
FPASP Sac County Transportation Development	\$5,880	\$5,344	\$4,810	\$4,275	\$4,009
FPASP Water Treatment Plant Expansion	\$1,306	\$819	\$509	\$421	\$399
Off-Site Roadway	\$220	\$200	\$180	\$160	\$150
Transportation Management Fee	\$35	\$35	\$25	\$25	\$25
General Park Equipment	\$94	\$94	\$94	\$94	\$94
School Admin Fee	\$45	\$45	\$45	\$45	\$45
Water Meter	\$301	\$301	\$301	\$301	\$301
Waste Management Plan Fee	\$21	\$21	\$50	\$50	\$50
Inclusionary Housing ^{1, 2}	\$6,008	\$6,008	n/a	n/a	n/a
City Impact Fees Subtotal	\$35,049	\$32,951	\$21,233	\$19,813	\$15,189
Other Agency Fees	Single Family Unit		Multifamily Unit		
Sacramento County Transportation Mitigation Fees	\$1,329		\$930		
County Regional Sanitation ³	\$6,479		\$4,859		
School Impact Fees ⁴	\$16,178		\$6,112		
Other Agency Fees Subtotal	\$23,986		\$11,901		
Total	\$61,401	\$59,303	\$34,242	\$32,822	\$28,198

Notes: Single family fees based on a 2,250 square foot (living area) single family, single-story detached entry level home with three bedrooms, two full baths, and an attached two-car garage (450 square feet). Permit Inspection Fee and Plan Check Fee not included. Multifamily fee based on 850 square foot unit.

¹ Inclusionary Housing Fee is only applicable to for-sale units.

² Based on median list price per square foot of \$267 (Zillow.com, July 2020); \$600,750 list price for 2,250 square foot single family home.

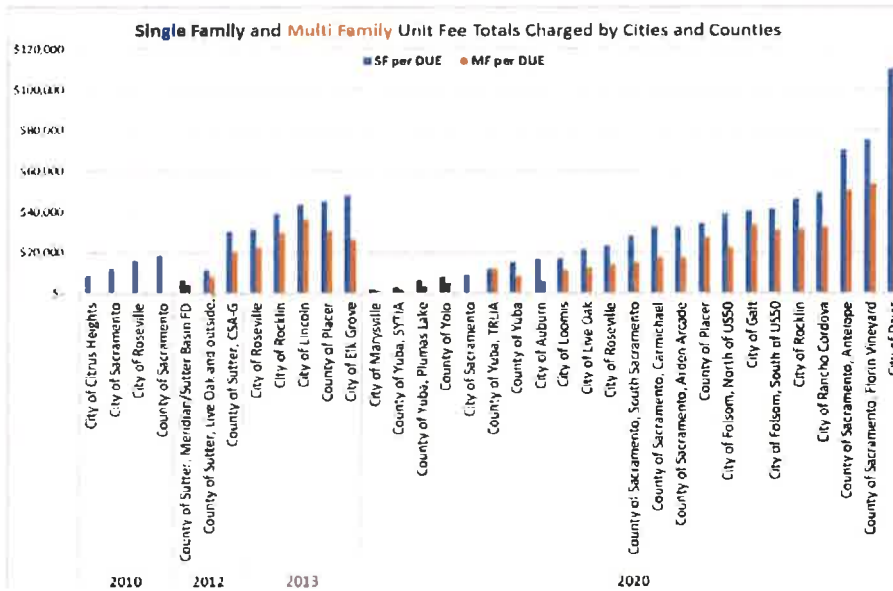
³ Based on the County Regional Sanitation fee for infill development. The County Regional Sanitation fee for new development is \$6,479.

⁴ \$7.19 per square foot (FCUSD, April 2020).

Sources: City of Folsom 2019; County of Sacramento; Sacramento Regional Sanitation District, July 2019; Folsom Cordova Unified School District, April 2020.

SACOG reviewed development impact fees of various jurisdictions in the Sacramento region in 2020. As shown in Figure C-35, SACOG found that the City’s fees for single family and multifamily homes were in the middle of the range: Sacramento, Roseville and portions of the unincorporated County were lower; Rocklin, Rancho Cordova, Davis, and the unincorporated communities of Antelope and Florin Vineyard were higher.

FIGURE C-35: DEVELOPMENT IMPACT FEES BY JURISDICTION IN THE SACRAMENTO REGION



Certain residential projects require General Plan amendments, zoning amendments, or other planning fees in addition to those listed above. Table C-56 lists other planning fees.

TABLE C-56: OTHER PLANNING FEES, CITY OF FOLSOM, EFFECTIVE JULY 1, 2020	
Fee Type	Fee
General Plan Amendment	\$4,073 (less than 5 acres)
	\$8,146 (more than 5 acres)
Rezoning	\$2,792 (less than 5 acres)
	\$5,575 (more than 5 acres)
Specific Plan Amendment	\$6,574
Tentative Subdivision Map Review	\$5,305
Site Design Review	\$280
Site Design Review - Planning Commission	\$4,455
Design Review - Multifamily	\$2,054
Design Review - Single family	\$58
Minor Conditional Use Permit Application Fee	\$2,683
Major Conditional Use Permit Application Fee	\$5,528
Variance Review (deposit)	\$1,567
Planned Development Fee	\$8,525 + \$426 per acre (includes the Site Design)

Source: City of Folsom, Master Fee Schedule, July 1, 2020.

The City offers fee deferrals to affordable housing developers. In addition, certain administrative processing fees may be waived for qualified projects. These helpful tools are described in Chapter 16.60 of the Folsom Municipal Code. The City also offers the two-for-one studio fee rate program, which charges only one set of impact fees for every two studio units developed, as described in Chapter 16.70 of the Folsom Municipal Code.

In compliance with Assembly Bill 1483, the City's fees are posted on the City's website.

4.1.6 ON/OFF SITE IMPROVEMENT REQUIREMENTS

The City has residential development requirements for landscaping, street lighting, fences and walls, solar energy use, and parking. The City adopted these standards to ensure that minimum levels of design and construction quality are maintained, and adequate levels of street and facility improvements are provided. While the City's development standards are similar to those in other jurisdictions, there may be some standards that exceed the level necessary to ensure adequate circulation and parking, drainage, environmental protection, and protection from visual nuisances. The City's standards are summarized below. The standards included in this summary are those which typically have a potential to affect housing costs but are necessary to provide a minimum level of design and construction quality in the city's neighborhoods.

Fences and Walls: Materials should be a textured solid surface compatible with the architecture of the building. Property owner(s) should be responsible for maintenance of perimeter fences and walls.

Landscaping: Street trees (minimum 15 gallon size) are required. One or two trees per lot frontage should be used in residential areas. Existing significant trees should be preserved.

Residential Streets: All major/primary driveway aisles shall be a continuous width of 27 feet to allow Fire Department and other emergency vehicular access. Emergency vehicle access roads shall have a continuous width of at least 24 feet in subdivisions comprised of Group R-3 occupancies, and not less than 20 feet in all other developments (Folsom Municipal Code, Chapter 8.36). Street width reductions may be considered on private streets where adequate access for emergency vehicles and off-street parking can be shown. Greenbelts or landscaped setbacks maintained by homeowners associations are encouraged.

To the extent feasible, Folsom allows modifications of development standards for affordable housing units. Modifications include, but are not limited to, reduced parking requirements, modified minimum lot size and lot coverage, and modified locational requirements for duplexes and accessory dwellings.

Parking

Folsom's off-street parking standards for residential uses north of Highway 50 are summarized in Table C-57. The parking standards contained in the Zoning Code differ from the standards in the Design Guidelines for Multifamily Development. The Design Guidelines establish more specific parking standards for multifamily housing. However, Housing Element Program H-8 calls for the City to rescind the Design Guidelines for Multifamily Development in conjunction with Housing Element adoption. The City is

reviewing all parking standards as part of the Zoning Code update, scheduled for completion in Fall 2021, to ensure parking standards do not constrain development. Program H-29 specifically commits to reviewing parking standards for emergency shelters and residential care homes.

TABLE C-57: PARKING STANDARDS, CITY OF FOLSOM – NORTH OF HIGHWAY 50, 2020	
Residential Use	Parking Requirements
Single family dwelling	2 spaces per unit
Two-family dwelling	2 spaces per unit
Residential condominiums, townhouses, and planned developments with private streets	3 spaces per unit (one of which shall be used as guest parking)
Multiple-family structures and complexes	1.5 spaces per unit (Municipal Code)
1 bedroom	1.5 spaces/unit (From Design Guidelines for Multifamily Development)
2 bedroom	1.75 spaces/unit (From Design Guidelines for Multifamily Development)
3 bedroom	2 spaces/unit (From Design Guidelines for Multifamily Development)
Guest Parking	1 space/5 units (From Design Guidelines for Multifamily Development)
Residential care homes	1 space/3 persons receiving care, in addition to the spaces required for the residence
Mobile homes in mobile home parks	2 spaces per unit, and 1 guest parking space for each 4 mobile-home spaces

Source: Folsom Municipal Code, Title 17 Parking Requirements City of Folsom, Design Guidelines for Multifamily Development.

Table C-58 summarizes parking standards for residential uses south of Highway 50, which are contained in the Specific Plan.

TABLE C-58: PARKING STANDARDS, CITY OF FOLSOM – SOUTH OF HIGHWAY 50	
Residential Use	Parking Requirements
Single family dwelling	2 covered spaces per unit
Two-family dwelling	2 covered spaces per unit
Residential condominiums, townhouses, and apartments	1 Bedroom or less: 1 covered and 0.5 uncovered guest spaces per unit 2 Bedrooms or more: 2 covered and 0.5 uncovered guest spaces per unit
Second Dwelling Unit	1 off-street space per unit (FMC 17.105)
Home Occupations	Off-street parking required for each commercial vehicle associated with the home occupation, where up to 3 are allowed (FMC 17.61)
Live/Work Studios	1 uncovered space per unit

Source: Folsom Plan Area Specific Plan, 2011.



The City grants parking standard reductions to developers of affordable and senior housing on a case-by-case basis. For senior residential projects, the City has allowed for a reduction in parking requirements (to one space per unit) where it was shown that the development would have a reduced demand for parking. The covered parking requirement for development in the area south of Highway 50 could potentially cost more than uncovered parking. However, recent affordable housing projects in Folsom have provided covered parking. The City works with affordable housing developers to resolve any issues related to parking requirements by examining each project and adjusting parking requirements for affordable projects on a case-by-case basis. As described earlier, the City uses the planned development permit process to provide more flexibility in development standards and to ensure that standards, such as the covered parking requirement, do not create a hardship for a particular project.

4.1.7 OPEN SPACE AND PARK REQUIREMENTS

Open space and park requirements can decrease the affordability of housing by decreasing the amount of land available on a proposed site for constructing units. Folsom follows Quimby Act requirements (Government Code Section 664477 et. Seq.) for park land dedications in new subdivisions. The City requires new subdivisions to dedicate land and/or pay an in-lieu fee to fund the development of neighborhood and community parks. The land dedication is calculated based on the general plan requirement of five acres per 1,000 persons. If land is not available for dedication, the developer must pay a fee in lieu of land dedication. The fee is based upon the fair market value of the amount of land that would otherwise be required for dedication.

In addition to the park land dedication and in-lieu fee required of new subdivisions, new development must pay a park improvement fee. Currently (June 2020), the park fee is \$7,037 per single family residential unit, \$4,675 per multifamily residential unit, and \$0.476 per square foot of commercial or industrial space. The FPASP for the area south of Highway 50 proposes to satisfy the park land dedication requirement by a combination of land dedication and park improvement fees. Open space and parks are considered beneficial to a well-balanced affordable housing development. Recognizing that open space requirements can add to the cost of a project, the City allows flexibility in the open space requirement for housing projects that provide very low- and low-income units.

4.1.8 DENSITY BONUS

A density bonus is the allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. The legislature has made frequent changes to State density bonus law over the years, including AB 1763, which significantly increased density bonus provisions for 100 percent affordable projects. As of 2020, statewide density bonus law requires local jurisdictions to provide a density bonus and other incentives or concessions to residential developments that meet at least one of the following criteria:

- At least 5 percent of the housing units are restricted to very low income residents.
- At least 10 percent of the housing units are restricted to lower income residents.
- At least 10 percent of the housing units in a for-sale common interest development are restricted to moderate income residents.

- 100 percent of the housing units (other than manager’s units) are restricted to very low, lower, and moderate-income residents (with a maximum of 20 percent moderate).
- At least 10 percent of the housing units are for transitional foster youth, disabled veterans, or homeless persons, with rents restricted at the very low-income level.
- At least 20 percent of the housing units are for low income college students in housing dedicated for full-time students at accredited colleges.
- The project donates at least one acre of land to the city or county for very low-income units, and the land has the appropriate general plan designation, zoning, permits and approvals, and access to public facilities needed for such housing.
- The project is a senior citizen housing development (no affordable units required).
- The project is a mobile home park age-restricted to senior citizens (no affordable units required).

The density bonus a project can receive is based on a sliding scale that varies based on the type of housing and the percentage of affordable units. The maximum density bonus is generally 35 percent, except recent changes to state law increased the maximum density bonus to 80 percent for projects that provide 100 percent affordable units.

In addition to the density bonus, local jurisdictions are required to provide at least one of the following regulatory concessions and/or incentives to projects that qualify for a density bonus, except market-rate senior citizen projects with no affordable units and land donated for very low income housing:

- Reduction in site development standards or modification of zoning code requirements (e.g., setback reduction),
- Approval of mixed-use zoning, or
- Other regulatory incentives or concessions that result in identifiable and actual cost reductions.

Projects are eligible for up to three incentives/concessions on a sliding scale based on the percentage of affordable units provided, except projects that provide 100 percent affordable units, which are eligible for up to four incentives/concessions.

Projects qualifying for a density bonus also receive a waiver or reduction of development standards that would otherwise prevent the project from being built at the increased density as well as reduced parking requirements, shown in Table C-59. In addition, parking requirements for projects located within a half mile of an accessible major transit stop or bus route are further reduced or eliminated depending on the type of affordable project.

TABLE C-59: STATEWIDE PARKING STANDARDS FOR AFFORDABLE HOUSING, CALIFORNIA, 2020	
Number of Bedrooms	Number of On-Site Parking Spaces
0 to 1 bedroom	1
2 to 3 bedrooms	2
4 or more bedrooms	2 ½

Source: California Government Code Section 65915

The City's density bonus law is outlined in Section 17.102 of Folsom's Municipal Code. This code section was last updated in 2011 and does not reflect the recent changes in state law including density bonus for housing projects for transitional foster youth, disabled veterans, homeless persons, college students, or 100 percent affordable projects. Additionally, density bonus parking standard reductions for projects near transit are not reflected in the code. As described in Housing Element Program H-13, the City is currently (2020) conducting a comprehensive update to its Zoning Code, which will include an updated density bonus ordinance to be consistent with State law requirements.

4.1.9 INCLUSIONARY HOUSING

The City's Inclusionary Housing Ordinance (Chapter 17.104 of Zoning Code), adopted in 2002 and amended in 2013, is a major part of the City's affordable housing strategy; however, because inclusionary ordinances have the potential to act as a constraint to the production of market rate housing, State law requires an analysis in the housing element.

Currently (August 2020), the City's Inclusionary Housing Ordinance requires all for-sale projects consisting of 10 or more units, including condominium conversion projects, to include affordable housing units equal to 10 percent of the total number of units in the project, excluding density bonus units. The 10 percent must consist of 3 percent very low income units and 7 percent low income units.

The ordinance provides alternative methods to the on-site construction of inclusionary housing requirement, including:

- Construction of inclusionary housing units at an off-site location within the city;
- Dedication of sufficient land within the city to construct at least the same number of inclusionary housing units and supporting infrastructure;
- Acquisition, rehabilitation, and conversion of existing market rate units in the city that are at or above existing affordable rents, which require repair, rehabilitation, modernization, or other work, and convert those units to affordable for-sale housing units;
- Conversion of existing market rate units in the city that do not require rehabilitation and are at or above existing affordable rents to affordable for-sale housing units by way of deed restrictions;
- Payment of an in-lieu fee which equals one percent of the lowest priced for-sale residential unit in the proposed subdivision multiplied by the total number of for-sale residential units in the proposed subdivision;
- Use of inclusionary housing credits; or
- A combination of the above methods or other alternatives to meet the inclusionary housing requirement.

No affordable for-sale units were built during the 2013-2021 planning period through the inclusionary ordinance. Most developers opted to pay the in-lieu fee, which has generated over \$6.3 million since 2014. These fees are used by the City to provide gap financing for affordable multifamily projects.

As shown in Table C-60, jurisdictions throughout the Sacramento region have implemented various forms of inclusionary housing or affordable housing requirements. Out of the 10 jurisdictions surveyed, 7 have an adopted affordable housing requirement in the form of an inclusionary housing ordinance or affordable housing impact fee. Folsom's in-lieu fee of one percent of the lowest priced for-sale residential unit typically ranges between \$5,000 and \$7,000, under current (2020) market conditions. This fee structure allows the fee to adjust up or down as the market adjusts. The fee is within the range of other jurisdictions in the Sacramento region.

The City's inclusionary housing ordinance is comparable to other affordable housing programs in the region. The in-lieu fee provides developers with an alternative to constructing affordable units while providing the City with funds to financially subsidize affordable developments in Folsom. The City continues to monitor the effects of the inclusionary housing requirement and provides funds to support affordable housing in the City. In addition, the City is currently (2020) conducting an Inclusionary Housing In-Lieu Fee Study to identify the financing gap or subsidy required to produce affordable units in Folsom and confirm that the current in-lieu fee is appropriate.

TABLE C-60: COMPARISON OF INCLUSIONARY HOUSING REQUIREMENTS FOR JURISDICTIONS IN THE SACRAMENTO REGION, 2020

Jurisdiction	Davis	El Dorado County	Elk Grove	Folsom	Rancho Cordova	Rocklin	Roseville	Sacramento	Sacramento County	West Sacramento
Inclusionary Housing Ordinance	Yes. Up to 35% affordable units for rental and ownership housing ¹	None	No. Impact fee only.	Yes. 10% affordable units for ownership housing ³ (3% very low, 7% low)	None	None	No, but 10% affordable housing goal applies to all projects with 4 or more units	No. Impact fee only.	No. Impact fee only.	Yes. 10% affordable units (5% very low and 5% low for rental projects; 10% low for ownership)
Inclusionary Housing In-Lieu Fee	\$75,000/ unit ²		—	1% of lowest sales price			No formal fee. Case-by-case basis	—	—	\$5,640/unit
Affordable Housing Impact Fee	—		Yes - \$4,628/SF unit or \$2,695/MF unit	—			—	—	Yes – \$2.78/ sq. ft.	Yes - \$2.92/ sq. ft.

Notes: SF = single family; MF = multi-family; sq. ft. = square feet

¹For rental housing developments of 5-19 units – 25% affordable units required; for rental housing developments of 20+ units – 35% affordable units required; for rental vertical mixed-use developments – 5% affordable units required; for for-sale detached units on lots greater than 5,000 sf – 25% affordable units required; for for-sale detached units on lots less than 5,000 sf – 15% affordable units required; for for-sale attached units – 10% affordable units required.

²In-Lieu Fees are only allowed in certain cases and only for a portion of the proposed project

³Inclusionary housing requirements only apply to rental housing developments receiving financial assistance.

Source: EPS, 2020.

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4.1.10 STATE OF CALIFORNIA, ARTICLE 34

Article 34 of the State Constitution requires local jurisdictions to obtain voter approval for specified “low rent” housing projects that involve certain types of public agency participation. Generally, a project is subject to Article 34 if more than 49 percent of its units will be rented to low-income persons. If a project is subject to Article 34, it will require an approval from the local electorate. This can constrain the production of affordable housing, since the process to seek ballot approval for affordable housing projects can be costly and time consuming, with no guarantee of success.

Local jurisdictions typically place a measure or referendum on the local ballot that seeks authority to develop a certain number of units during a given period of time. The City of Folsom has not held an Article 34 election since it does not directly build affordable housing. Although the City provides funding to affordable housing developers, this does not trigger Article 34 unless the City itself builds the public housing. Article 34 authorization has not been a barrier to the production of affordable housing.

4.1.11 DEVELOPMENT, MAINTENANCE, AND IMPROVEMENT OF HOUSING FOR PERSONS WITH DISABILITIES

In accordance with Senate Bill 520 (Chapter 671, Statutes of 2001), the City has analyzed the potential and actual governmental constraints on the development of housing for persons with disabilities. The City has reviewed its zoning laws, policies, and practices to ensure compliance with fair housing laws. The City has adopted the 2019 California Building Code, including Title 24 regulations of the code concerning accessibility for persons with disabilities.

The City amended the Zoning Code in 2011 to ensure the definition of “family” is in compliance with fair housing laws and does not discriminate based on household type or number of individuals. The definition is as follows:

“Family” shall mean one person living alone or two or more persons living together in a dwelling unit with common access to, and common use of, all living, kitchen, and eating areas within the dwelling unit.

In 2011 the City also adopted a Reasonable Accommodation Ordinance into the Municipal Code (Chapter 17.116). The procedure for reasonable accommodation allows persons with disabilities or their representatives to submit an application form or a letter to the Community Development Director requesting the necessary modification. The procedure is handled ministerially at the staff level, unless the project for which the request is made requires some other discretionary approval, in which case the request is handled concurrently with the application for discretionary approval, and is reviewed by the Planning Commission or the Historic District Commission.

The decision to grant or deny a request for reasonable accommodation is based on consideration of the following factors:

- A. Whether the housing in the request will be used by a person with a disability under the Federal Fair Housing Act and the California Fair Employment and Housing Act (“Acts”);
- B. Whether the request for reasonable accommodation is necessary to make specific housing available to a person with a disability under the Acts;

- C. Whether the requested reasonable accommodation would impose an undue financial, administrative or enforcement burden on the City;
- D. Whether the requested reasonable accommodation would require a fundamental alteration in the nature of a City program or law, including but not limited to land use and zoning;
- E. Potential impact on surrounding uses;
- F. Physical attributes of the property and structures; and
- G. Other reasonable accommodations that may provide an equivalent level of benefit.

Findings E and G could be considered a constraint on housing for persons with disabilities. Program H-29 of the Housing Element directs the City to review and update findings for the Reasonable Accommodation Ordinance to remove any constraints to housing for persons with disabilities.

4.2 Potential Non-Governmental Constraints

The availability and cost of housing is strongly influenced by market forces over which local governments have little or no control. Nonetheless, State law requires that the housing element contain a general assessment of these constraints, which can serve as the basis for actions to offset their effects. The primary non-governmental constraints to the development of new housing in Folsom can be broken into the following categories: cost of real property acquisition, availability of financing, development and construction costs, environmental constraints, and community attitudes about housing.

4.2.1 AVAILABILITY OF FINANCING

The availability of financing is a critical factor that can influence the cost and supply of housing. Housing developments require capital used by developers for initial site preparation and construction and capital used by homeowners and investors to finance the purchase of units. Financing is largely impacted by interest rates. Small fluctuations in interest rates can dramatically influence the ability to qualify for a loan.

Mortgage interest rates have remained at historically low levels and are currently (2020) around 3.5 percent. Mortgage rates are expected to remain low in the coming years. While interest rates for development and construction are generally higher than interest rates for home purchase (i.e., mortgages), financing for new construction is generally available at reasonable rates. However, the economic uncertainty resulting from the coronavirus pandemic may have lasting effects on financing throughout the planning period. Lenders may scrutinize applicants more closely than in the past, reducing the availability for financing despite affordable rates.

4.2.2 LAND AND SITE IMPROVEMENT COSTS

Land costs are a major factor in the cost to build housing in Folsom. Land costs vary depending on lot size, zoning, location, access to services, and existing improvements. According to August 2020 online listings on Zillow.com, the average land cost per acre is around \$750,000. Lot sizes of land listed for sale range from 0.27 acre to 2.16 acres and the median for-sale lot size is 0.36 acres. The average lot sales price is around \$300,000.

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Recent land acquisition costs for affordable multifamily developments in the City ranged between about \$520,000 to \$1 million per acre, with a median land cost per acre of about \$650,000.

Upon securing raw land, developers have to make certain site improvements to “finish” the lot before homes can be built. These improvements typically include utility connections, rough grading, installation of water and sewer lines, and construction of streets, curbs, gutters, and sidewalks. Site improvement costs for single family and multifamily homes in Folsom range depending on the type of improvements and parcel constraints. Site improvement costs for a single family home are estimated to be approximately \$67,500 per unit. Site improvement costs for a multifamily development are estimated to be approximately \$16,000 per unit.

4.2.3 CONSTRUCTION COSTS

According to estimates from local developers, construction costs vary widely based on the square footage of the home, product type (attached versus detached), and specification level. Construction costs for a detached single-family home are estimated to be approximately \$80 to \$90 per square foot. Therefore, construction costs for a typical 2,250 square foot home with a 450-square foot attached garage are estimated to be between \$216,000 and \$243,000. Construction costs for attached multifamily development are higher than typical single family developments, ranging between \$185 to \$265 per square foot, based on recent affordable multifamily development. Construction costs for a typical 850-square foot multifamily unit are estimated to be between \$157,250 and \$225,250.

High construction costs limit the rate of return investors can receive from financing development. High rent or sales prices are required to cover land and construction costs, pushing multifamily developments toward building luxury apartments with a high rate of return.

Total Housing Development Costs

As shown in Table C-61, the total of all housing development costs discussed above for a typical single family home (2,250 square feet) are approximately \$535,000, including land costs, site improvements, construction costs, fees and permits. The total of all housing development costs for a typical multifamily unit (850 square feet) are approximately \$272,000. This figure does not include developer profit, marketing, or financing costs.

TABLE C-61: ESTIMATED HOUSING DEVELOPMENT COSTS, CITY OF FOLSOM, 2020

Type of Cost	Single Family Unit	Multifamily Unit
Land Costs (cost per acre / cost per unit)	\$750,000 / \$187,500	\$650,000 / \$24,000
Site Improvement Costs (average cost per unit)	\$67,500	\$16,000
Total Construction Cost	\$225,000	\$200,000
Total Development Impact Fees*	\$55,000	\$32,000
Total Estimated Housing Development Costs	\$535,000	\$272,000

Note: Single family unit costs are based on a typical 2,250-square foot unit with a 450-square foot garage on a 0.25-acre parcel. Multifamily unit costs are based on a typical 850-square foot unit built at a density of 27 units per acre. Site improvement costs for multifamily units are based on the average cost per unit for the following recent projects: Bidwell Pointe, Bidwell Place, Granite City, and Talavera Ridge.

**Includes building permit fees*

Source: City of Folsom, 2020.

The specifications for the hypothetical house used for analysis here were chosen to define it as an entry-level family home. As noted in earlier in Section 3.1, Housing Needs Assessment, the median sales price for homes in Folsom is \$559,100 in (February 2020). Recent sales prices for new single family detached homes in Folsom varied from \$497,950 to \$731,990 in 2020.

4.2.4 REQUESTS FOR HOUSING DEVELOPMENTS AT REDUCED DENSITIES

State law requires the housing element to include an analysis of requests to develop housing at densities below those anticipated in the sites inventory. The sites inventory prepared for the 2013 Housing Element conservatively assumed buildout at 60 percent of the maximum allowed density on multifamily high density sites (18 dwelling units per acre). Since that time, nearly all multifamily high density sites that have been approved or proposed for development at much higher densities than assumed in the 2013 Housing Element. This is especially true for affordable projects, which in some cases have used the density bonus to exceed the maximum allowable density (Bidwell Pointe and Bidwell Place). Recent multifamily developments (including both market-rate and affordable projects) have been constructed or proposed at densities averaging 27 units per acre. Affordable multifamily developments have been constructed or proposed at densities averaging 30 units per acre. There was only one instance during the last planning period where neighborhood opposition led to a reduced density than assumed in the 2013 Housing Element. City staff also continues to work with developers to identify opportunities to increase unit counts in proposed multifamily developments. For this reason, the City is increasing the assumed density on high density sites for the 2021 Housing Element to reflect a more realistic capacity for multifamily housing.

Single family housing has often been developed at lower densities than anticipated, specifically within the FPASP. Developers have built single family housing on land designated for multifamily low density development. This has resulted in single family homes on small lots and fewer units than what was anticipated in the Specific Plan.

4.2.5 LENGTH OF TIME BETWEEN PROJECT APPROVAL AND APPLICATIONS FOR BUILDING PERMITS

State law requires an analysis of the length of time between receiving approval for housing development and submittal of an application for building permit. On average approximately 6 month passes between the approval of a housing development application and submittal of an application for building permits. Time passed between project approval and applications for building permits for recent multifamily project are shown in Table C-62.

TABLE C-62: LENGTH OF TIME BETWEEN PROJECT APPROVAL AND BUILDING PERMIT APPLICATION SUBMITTAL, CITY OF FOLSOM, 2020			
Multifamily Project	Date of Approval	Date of Building Permit Application Submittal	Time Lapsed
Pique Apartments	May 18, 2016	December 23, 2016	7 months, 5 days
The HUB	September 27, 2016	December 27, 2016	3 months
Talavera Ridge	December 15, 2015	July 15, 2016	7 months
Bidwell Pointe	June 21, 2017	November 14, 2017	4 months, 24 days

Source: City of Folsom, 2020

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4.2.6 LOCAL EFFORTS TO REMOVE NON-GOVERNMENTAL CONSTRAINTS

The City has little ability to control non-governmental constraints, such as the price of land and environmental constraints. However, the City is working to streamline the development application process to reduce time and money spent. As mentioned above, the City has programs to subsidize affordable housing and provides fee deferrals to encourage development.

In addition, the City works to educate the public to reduce opposition to new development. The City provides materials on its website informing residents of affordable housing needs in the City and relates housing costs to typical incomes of Folsom residents.

The City also partners with the development community to identify and promote potential housing development opportunities in Folsom. In addition, Attachment C.2 of this housing element provides capacity profiles of high density residential sites and evaluates sites based on financing criteria for affordable developments.

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5 Evaluation

This chapter evaluates the accomplishments under the City's 2013 Housing Element to determine the effectiveness of the previous housing element, the City's progress in implementing the 2013 Housing Element, and the appropriateness of the housing goals, objectives, and policies.

5.1 2013-2021 Housing Accomplishments

5.1.1 MAJOR ACCOMPLISHMENTS

The following are some of the major accomplishments and important steps the City has undertaken to provide greater housing opportunities during the 2013-2021 Housing Element planning period.

- Adopted a comprehensive General Plan Update that established the East Bidwell Mixed Use Overlay, creating new opportunities for multifamily housing and mixed-use development along East Bidwell Street. The General Plan also identified SACOG Transit Priority Areas for transit-oriented development around the light rail stations.
- Initiated a comprehensive zoning code update to implement the General Plan, incorporate objective design standards for multifamily development, and streamline the development approval process.
- Adopted an amendment to the City's ADU Ordinance allowing ADUs by right anywhere residential development is allowed, if the ADU meets certain criteria.
- Implemented a gradual phase-in inflationary adjustment to the current Housing Trust Fund Fee to increase funds for the development of affordable housing.
- Added an Energy Efficiency section to the City's website that contains useful energy efficiency information and identifies numerous energy efficiency resources.
- Approved and provided a grant in the amount of \$780,000 to the Talavera Ridge (Broadstone) Apartment project for the purpose of developing six (6) extremely low-income housing units.
- Approved and provided financial assistance, including an affordable housing loan in the amount of \$5,300,000 and 100 sewer fee credits for the Bidwell Pointe, mixed-use, affordable housing project developed by St. Anton Partners in 2018. The project includes 14 very low-income units and 86 low-income units.
- Approved the Parkway Apartment project, along with gap funding in the amount of \$4,800,000 and 75 sewer fee credits in 2017. The 72-unit affordable housing project includes 8 extremely low-, 34 very low- and 29 low-income units and is currently (October 2020) pending construction.
- Approved the Bidwell Place Apartment project, along with a \$4,150,000 affordable housing loan and 60 sewer fee credits in Spring 2020. The 75-unit, 100 percent affordable housing project includes 4 extremely low-, 4 very low-, and 66 low-income units.
- Approved the Scholar Way Senior Apartments project in November 2020 and approved a \$4,500,000 affordable housing loan for the project in January 2021. The project, proposed by USA Properties, includes 3 extremely low-, 73 very low-income units and 33 low-income units.

5.1.2 PROGRESS TOWARD MEETING THE RHNA

Table C-63 summarizes the number of building permits issued each year for new housing units by income category during the previous RHNA planning period as of the end of 2019. Development occurred at varied rates within the planning period with recent increases as development began to occur in the FPASP, south of Highway 50. An annual average of 431 units were issued permits from 2013 through 2019. The majority of units constructed during the planning period met the needs of moderate and above-moderate income households. Only 6 extremely low- and 14 very low-income units were constructed during the planning period, meeting only 1.6 percent of the extremely low- and very low-income RHNA. 86 low-income units were constructed, meeting 10 percent of the RHNA for low-income households. The City met 94 percent of its moderate income RHNA and 124 percent of its above-moderate RHNA.

TABLE C-63: BUILDING PERMITS ISSUED FOR NEW UNITS BY INCOME CATEGORY, CITY OF FOLSOM, 2013-2019										
Income Category	2013	2014	2015	2016	2017	2018	2019	Total	2013-2021 RHNA	Percentage of RHNA met
Extremely Low-Income/ Very Low-Income	—	—	—	—	6	14	—	20	1,218	1.6%
Low-Income	—	—	—	—	—	86	—	86	854	10%
Moderate Income	28	68	54	74	358	221	4	807	862	94%
Above Moderate Income	302	205	180	99	138	449	729	2,102	1,699	124%
TOTAL	330	273	234	173	502	770	733	3,015	4,633	—

Source: City of Folsom, 2020.

5.1.3 EFFORTS TO ADDRESS SPECIAL HOUSING NEEDS

Government Code Section 65588 requires that local governments review the effectiveness of the housing element goals, policies, and related actions to meet the community’s special housing needs. As shown in Table C-64, the 2013 Housing Element included Programs H-5.A. through H-5.E. addressing senior housing needs, emergency shelters, childcare centers, and reasonable accommodations for persons with disabilities.

The City has shown continual dedication to meeting the needs of seniors. The City has supported low-income senior homeowners through the Seniors Helping Seniors program. The program is funded with CBDG funds and provides a maximum grant amount of \$2,500 per property per year for minor repairs and \$7,500 per household once in a lifetime for major repairs. From 2013 through 2019, \$940,194 of financial assistance was provided through this program and 614 eligible senior households were served.

The City has also shown its commitment to addressing the needs of homeless residents. In September 2016, the Folsom Police Department collaborated with various faith communities to propose a Folsom Faith and Homeless Initiative. Through this effort, HART of Folsom was officially founded in July 2017. HART partners with organizations and the City to provide resources and services to the homeless population. A

Sacramento Self Help Housing Homeless Outreach Navigator has been appointed by the City to assist HART. The City continues to support HART and Powerhouse Ministries, a local faith-based organization, to provide emergency and supportive transitional housing to both the homeless and residents at risk of becoming homeless. Powerhouse Ministries provides a low-barrier emergency shelter and transitional housing for women and children at its Transformation Center. An expansion of the Powerhouse Ministries Transformation Center is currently (2020) underway and is anticipated for completion in Spring 2021. The approved expansion replaces temporary buildings with a permanent dormitory, counseling office, conference room, and child play area. The expanded center will result in an increase of the total number of women and children housed from 20 to 40, providing 20 emergency shelter beds and 20 transitional housing beds.

The City continues to work with local organizations and homeless service providers to support emergency shelter facility development. The 2013 Housing Element did not include any programs for actions related to homeless persons beyond Program H-5.C. Emergency Shelter Facility Development. New and expanded programs are needed to address emergency shelter facilities in the city and the needs of homeless persons.

The Folsom Municipal Code was amended in 2015 establishing a streamlined process for permitting and regulating the operation of Large Family Day Care Homes in single-family residential zones. In addition, the City continues to make information available in written form and on the City's website on reasonable accommodation for persons with disabilities and provides an expedient process for individuals with disabilities to make requests for exemptions from, or modification of, the various land use, zoning, or building laws, rules, policies, practices and/or procedures of the city.

5.2 Review of Existing (2013) Housing Element

Table C-64 provides an evaluation of the 2013-2021 Housing Element implementation programs and reviews the results and effectiveness of each program.



TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Adequate Sites Monitoring The City shall annually update its vacant land inventory, including an updated inventory of potential infill sites (smaller vacant and underutilized parcels) and make the updated inventory available on the City website. The City shall also conduct an annual review of the composition of the housing stock, the types of dwellings units under construction or expected to be under construction during the following year, and the anticipated mix, based on development proposals approved or under review by the City, of the housing to be developed during the remainder of the period covered by the Housing Element.</p>	Completed/ Ongoing	The City continues to update the residential vacant land inventory. The 2019 Vacant Land Inventory is currently available on the City's website and includes a list of both active and proposed residential housing projects.	Maintain program.
<p>Facilitate Appropriate Sites for Affordable Housing The City shall encourage property owners and affordable housing developers to target and market the availability of sites with the best potential for development by facilitating meetings between willing property owners of large sites and willing affordable housing developers, when sufficient housing subsidy resources are available. To assist the development of housing for lower income households on larger sites (e.g., more than 10 acres), the City shall strive to streamline the approval process for land divisions, lot line adjustments, and/or specific plans resulting in parcel sizes that enable affordable housing development, and process fee deferrals related to the subdivision for projects affordable to lower income households.</p>	Completed/ Ongoing	The City continues to work with affordable housing developers and property owners in order to assist the development of housing affordable to lower income households. In 2017, two multi-family affordable apartment projects (Parkway Apartments and Bidwell Pointe) received project approval and loan commitments from the City. In 2020, an additional multi-family affordable apartment project (Bidwell Place Apartments) received project approval and a loan commitment from the City.	Maintain program.
<p>Residential Mobile Home Zone The City shall amend the boundaries of the Residential Mobile Home (RMH) zones to be consistent with areas designated as Single-Family High Density/Mobile Home Park (SFHD) in the General Plan Land Use Diagram. Additionally, the City shall amend the language in the Zoning Code to remove references to the "Trailer and Trailer Parks" Zone.</p>	In Progress	The City is currently conducting a zoning code update. This program will be addressed as part of the zoning code update, which is planned for completion in Fall 2021	Continue program.
<p>Development Impact and Permit Fees The City shall undertake a review of its development impact and permit fees related to multi-family development, second units, and other affordable housing to reconfirm the relationship between required services and fees paid. As part of this study, the City shall review the financial needs of affordable housing projects, determine whether or not City fees can be reduced to facilitate affordable housing development, and identify options for the City to offset the foregone revenues from other sources.</p>	Completed/ Ongoing	The City continues to review its development impact fees. In 2015 the City completed a Nexus Study for residential impact fees associated with the Folsom Plan Area Specific Plan. Currently, the City does not charge impact fees to second units. In addition, the City allows a 50% reduction in City impact fees for multi-family project studio apartment units.	Maintain program. The City shall continue to review its development impact and permit fees.

TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Economic Development Treatment Capacity Bank The City shall continue to make use of the Economic Development Treatment Capacity Bank (EDTCB) established by the Sacramento Regional County Sanitation District (SRCSD), which allocates excess wastewater treatment capacity connection fee credits among jurisdictions in the district to reduce the costs for SRCSD sewer connection fees. The City shall reserve a portion of the credits for housing projects affordable to low-, very low-, and extremely low-income households.</p>	<p>Completed/ Ongoing</p>	<p>The City continues to use EDTCB sewer credits to reduce the cost for SRCSD connection fees and continues to reserve a portion of these credits for housing projects affordable to low-, very low-and extremely low-income households. On June 13, 2017, the City Council approved Resolution No. 9947 authorizing 90 sewer credits for the 100% affordable Parkway Apartment project. On September 26, 2017, the City Council approved Resolution No. 10005 authorizing 75 sewer credits for the Bidwell Pointe mixed-use, mixed income project. And, on April 14, 2020, the City Council approved Resolution No. 10410 authorizing 75 sewer credits for the 100% affordable Bidwell Place Apartment project.</p>	<p>Delete program. The EDTCB program ends December 31, 2020.</p>
<p>Development Standards Following adoption of the updated General Plan, the City shall review and revise, as appropriate, its infrastructure and other development standards to ensure that they are consistent with the General Plan and allow for a full variety of housing types, and do not unfairly burden residential developers while maintaining appropriate fire, health, and safety standards.</p>	<p>In progress</p>	<p>The City is currently conducting a zoning code update. This program will be addressed as part of the zoning code update, which is planned for completion in Spring 2021.</p>	<p>Delete program. Program planned for implementation prior to adoption of the updated housing element.</p>
<p>Review and Update Guidelines for Multifamily Housing Following adoption of the 2035 General Plan, the City shall review and update the Design Guidelines for Multifamily Development to ensure consistency between the policies in the General Plan and development standards in the Municipal Code and those in the Design Guidelines. Additionally, the City shall create a single document that consolidates all of the development and design standards for multi-family housing.</p>	<p>In progress</p>	<p>The City is currently conducting a zoning code update. This program will be addressed as part of the zoning code update, which is planned for completion in Spring 2021.</p>	<p>Delete program. Program planned for implementation prior to adoption of the updated housing element.</p>

TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Monitor Inclusionary Housing Ordinance The City shall monitor the impact of the Inclusionary Housing Ordinance on the feasibility of market-rate housing, its ability to assist in the development of affordable units, and whether or not the program acts as a constraint on the development of all housing types. The City shall meet with local housing developers to discuss the impacts of the inclusionary housing ordinance and the effectiveness in providing for affordable housing units. As necessary, the City shall update its findings to the City Council in conjunction with the annual report to HCD (see Program H-8.C). The City may revise, amend, or repeal the Ordinance if it finds the Inclusionary Housing Ordinance is a constraint on all housing types or is not meeting its desired objectives (see Program H-3.E).</p>	<p>Completed/ Ongoing</p>	<p>The City continues to monitor the impact of the Inclusionary Housing Ordinance (IHO) on the feasibility of market-rate housing and its ability to assist in the development of affordable units. In 2015, the City reassessed the IHO as it pertains to accessory dwelling units and their effectiveness in providing affordable housing to low and very low income households and it was determined that although accessory dwelling units are important in providing affordable housing to moderate and low-income households, their effectiveness as an inclusionary housing alternative is limited due to lack of affordability requirement, enforcement, and monitoring concerns. Hence on September 28, 2015 the City Council adopted Ordinance No. 1243 to remove accessory dwelling units as an alternative to on-site construction of inclusionary housing.</p> <p>As of July 2020, the Folsom Housing Fund had an unrestricted cash balance of \$2,516,263 with \$5,356,641 of that amount provided through the collection of IHO in-lieu fees. It is important to note that a portion of these funds are reserved for the construction or substantial rehabilitation of affordable multi-family residential units.</p>	<p>Replace program with a program to conduct an inclusionary housing in-lieu fee study.</p>
<p>Educate the Community About Affordable Housing The City shall conduct an educational campaign to educate the community about the needs, realities, and benefits of affordable housing, and provide outreach to attract and support non-profit affordable housing developers in the city. The City shall prepare educational materials and participate in workshops on the issue of affordable housing. The City shall encourage participation by non-profit and for-profit affordable housing developers and local housing advocates. The City shall publicize events to neighborhood groups, community organizations, and other civic groups.</p>	<p>Ongoing</p>	<p>The City continues to include affordable housing educational material on the City's website and participates in affordable housing workshops. The City is currently participating in the Sac Valley Fair Housing Collaborative, which is preparing a regional Analysis of Impediments (AI).</p>	<p>Expand program to include informational campaign on homeless needs.</p>

TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Exemptions of Transit Priority Projects from Environmental Review The City shall implement the provisions of SB 375 streamlining the CEQA process for Transit Priority Projects and projects which conform to the Sustainable Communities Strategy and meet specific criteria set forth in SB 375.</p>	Ongoing	To date, the City has not received any projects eligible for CEQA streaming under the provisions of SB 375.	Replace program with program to include development of zoning code standards for transit-oriented development.
<p>Monitor and Evaluate the PD Permit Process The City shall monitor the Planned Development (PD) process to track the impacts of the PD process on the costs, timing, and certainty of residential development and ensure that the process does not act as a constraint on the production of multi-family housing. The City shall work with the development community to conduct an evaluation of the PD permit process.</p>	Completed	The City removed the requirement that all multi-family housing go through the PD permit process. The process still applies to several specific plan areas but does not apply citywide.	Delete program. The PD process is not a constraint on multi-family development. It is an option that is available to allow for more flexibility in the application of development standards.
<p>Local Funding for Affordable Housing Development As available, the City shall allocate funds from the Housing Trust Fund toward the development of affordable housing units for low-, very low-, and extremely low-income households. The City shall also encourage qualified housing developers to pursue new construction and acquisition/rehabilitation of affordable housing in the city.</p>	Ongoing	The City will continue to use the Housing Trust Fund toward the development of affordable housing units for low-, very-low, and extremely low households. As of July 2020, the Housing Trust Fund had an unrestricted cash balance of \$433,949.00 which may be allocated to a future affordable housing project.	Maintain program.
<p>City Grant for Very Low Income Project The City shall make a grant(s) available until May 1, 2018, in the total amount of \$15,000, to a developer or developers for the production of multi-family rental units affordable to very low-income households in Folsom and deed restricted for a period not less than 30 years.</p>	Completed	On December 13, 2016 Folsom City Council approved Resolution No. 9807 to provide a Housing Trust Fund Grant in the amount of \$780,000 to the Broadstone Apartment project for the purpose of providing 6 extremely low-income household units.	Delete program. Program was successfully implemented.
<p>Non-Residential Affordable Housing Impact Fee Study The City shall gradually phase-in an inflationary adjustment from the current Housing Trust Fund Fee to \$1.35 per gross square foot, effective January 1, 2014, and then to \$1.50 per gross square foot, effective January 1, 2015. The funds generated by the increase shall be used for the development of affordable multifamily rental housing.</p>	Completed	On May 14, 2013, the City Council approved Resolution No. 9146 to adjust the Housing Trust Fund Fee to \$1.35 per gross square foot, effective January 1, 2014, and then to \$1.50 per gross square foot, effective January 1, 2015. On July 14, 2015, the City Council adopted Resolution No. 9599 to enact the annual inflationary adjustment for City Impact Fees, including the Housing Trust Fund Fee. On January 1, 2019, the adjusted (for inflation) Housing Trust Fund fee increased to \$1.65 per gross square foot.	Replace program with a policy to continue implementing an inflationary adjustment to the Housing Trust Fund Fee.
<p>Act as Successor Agency for Redevelopment Agency The City shall act as the Successor Agency and carry out the responsibilities and obligations of the former redevelopment agency until July 2016 when all oversight boards within the county will be replaced by one consolidated oversight board.</p>	Completed	The City continues to act as the Successor Agency to carry out the responsibilities and obligations of the former redevelopment agency. Effective May 3, 2018, the City reports to the Sacramento Countywide Oversight Board.	Delete program.

TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Inclusionary Housing Ordinance The City shall continue to implement the Inclusionary Housing Ordinance, but may revise, amend, or repeal the Ordinance based on the ongoing monitoring program (see Program H-2.E).</p>	Ongoing	The City continues to implement the Inclusionary Housing Ordinance.	Modify program. There are no plans to repeal the inclusionary housing program during the Housing Element planning period.
<p>Tax-Exempt Bond Financing The City shall continue to petition for the authority to issue tax-exempt bonds for affordable housing by lobbying the legislature to pass legislation (such as AB 981) to allow the City to designate the use of, and commit, indebtedness obligation proceeds that were issued for affordable housing projects prior to June 28, 2011.</p>	Completed	In September 2015, the Governor signed into law Senate Bill 107, which authorizes the City's housing successor agency to designate the use of, and commit 100% of bond proceeds that were issued for affordable housing purposes prior to June 28, 2011.	Delete program.
<p>Participate in Sacramento County CDBG Program The City shall continue to coordinate with the Sacramento Housing and Redevelopment Agency (SHRA) to receive Community Development Block Grant (CDBG) to support housing rehabilitation programs. The City shall consider participating in other programs through SHRA. The City shall consider contracting with SHRA, or another entity, for technical assistance in carrying out certain functions, such as monitoring the number of affordable units that have been produced and will be produced in the City.</p>	Completed/ Ongoing	The City continues to maintain a close working relationship with SHRA and currently participates in the CDBG and HOME Programs with SHRA. The CDBG funds are utilized to subsidize minor and major grants for the City of Folsom's Senior Helping Senior Program.	Modify program to reflect additional uses of CDBG funds received.
<p>Housing Choice Vouchers The City shall continue to participate in the Housing Choice Voucher Program, administered by the Sacramento Housing and Redevelopment Agency (SHRA), with a goal of providing rental assistance to lower-income residents. The City shall work with SHRA to maintain, or if possible, increase the current number of vouchers for Folsom residents.</p>	Ongoing	The City continues to participate with SHRA for administration of Housing Choice Vouchers. In 2019, Folsom had 83 families using vouchers.	Maintain program.
<p>Mortgage Credit Certificate Program The City shall continue to participate in the Mortgage Credit Certificate Program, administered by the Sacramento Housing and Redevelopment Agency (SHRA), to assist low-income first-time homebuyers purchase a home, subject to availability of Program funds. The City shall publicize the program on the City website and prepare written materials.</p>	Ongoing	The City continues to participate in the Mortgage Credit Certificate (MCC) Program administered by SHRA. Since 1990, 79 Folsom households have been issued an MCC.	Maintain program.

TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Additional State, Federal, and Regional Funding The City shall work to secure additional funding from State, Federal, and regional sources that can be used to help increase the supply of affordable housing in Folsom. Such programs may include, but are not limited to:</p> <ul style="list-style-type: none"> • The Transit Oriented Development (TOD) Loan Fund, currently (2013) being developed by the Sacramento Housing and Redevelopment Agency; • The HOME program that has local funds distributed by the Sacramento Housing and Redevelopment Agency (SHRA); and • The state Multifamily Housing Program (MHP), sponsored by the Department of Housing and Community Development (HCD). <p>Additionally, the City shall lobby to seek legislative changes to make State and Federal affordable housing programs more effective and support a state permanent funding source for affordable housing.</p>	Ongoing	The City, particularly the Community Development Department, continues to work to secure additional funding from state and federal sources that can be used to increase the supply of affordable housing in the City of Folsom. Furthermore, the City continues to explore new opportunities of funding sources, including the California Strategic Growth Council's Affordable Housing & Sustainable Communities Grant.	Modify program to reflect new available funding sources.
<p>Housing Program Workshops The City shall conduct annual workshop(s) with for-profit and non-profit housing developers, local and regional funding agencies, and other organizations interested in affordable housing to review currently available programs, including housing rehabilitation programs, Seniors Helping Seniors, and the First Time Homebuyer Program. The City shall advertise the workshops by mailing fliers, sending emails, and phone calls to local housing stakeholders.</p>	Ongoing	City staff continues to meet with for-profit and non-profit housing developers and housing advocates to review current housing programs.	Delete program.
<p>Rehabilitation of Substandard Units The City shall apply annually, or as frequently as is needed based on housing rehabilitation demand, for funding under the Community Development Block Grant Program the California Housing Rehabilitation Program, and other State and Federal funding programs. In addition, the City shall provide information to, and assist owners of, rental properties in applying for funding under available state and federal housing rehabilitation funding programs.</p>	Ongoing	The City has not received any requests from 2013 to present for rental rehabilitation funding or for assistance applying to other resources for funding.	Delete program. The City continues to participate in the CDBG program through the County.
<p>Mobile Home Rehabilitation Program The City shall continue to assist low-income mobile home owners with mobile home repairs by providing grants to fund health, safety, and emergency repairs of mobile homes, subject to availability of grant funds.</p>	Ongoing	The City utilizes CDBG funds to provide grants under the Seniors Helping Seniors Program to assist with mobile home rehabilitation. In 2019, the City provided one major grant in the amount of \$7,450.00 to a mobile home owner for a new furnace.	Fold into H-5.B. Seniors Helping Seniors Program

TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Mobile Home Repair and Replacement Loan Forgiveness Program The City shall continue to provide forgiveness on Community Development Block Grant (CDBG) loans for improvements to manufactured housing units experiencing economic hardship, as defined by, and subject to, HUD guidelines.</p>	Ongoing	Since the program's inception in 2011, the City has forgiven 11 Mobile Home Repair and Replacement loans due to financial hardship.	Maintain program.
<p>Housing Conditions Database The City shall maintain current information on the condition of dwelling units by preparing and periodically updating a housing conditions database. The City shall develop a standard survey instrument (e.g., windshield survey). Additionally, the City shall consider expanding the survey area outside the current limits of the Historic District Area.</p>	In progress	The City has developed a windshield survey and is in the process of using this survey to prepare a housing conditions database.	Delete program.
<p>Monitoring Assisted Housing Developments The City shall continue to monitor the affordability status of all publicly-assisted housing developments in Folsom to ensure that qualifying moderate- or lower-income households occupy assisted units.</p>	Ongoing	The City continues to monitor the affordability status of publicly assisted housing developments in the City.	Delete program.
<p>Preservation of Historic Residences The City shall preserve historically and architecturally significant buildings by undertaking the following actions:</p> <ol style="list-style-type: none"> 1. Evaluate the potential impact of proposed development projects or rehabilitation activities on historic properties; 2. Continue to designate certain areas as historic districts and consider adopting guidelines for historic structures; and 3. Exempt property owners from specific historic preservation requirements, to the extent that it has the authority to do so, if such requirements would conflict with access for persons with disabilities, energy conservation, seismic safety retrofitting, or if the strict application of requirements would impose an unreasonable hardship on the property owner. 	Ongoing	With an active and vibrant Historic District and a Historic District Commission, the City remains committed to preserving historical residences within the City.	Delete program. Historic preservation is adequately addressed in the Natural and Cultural Resources Element of the General Plan. Therefore, this program is not needed in the Housing Element.
<p>Code Enforcement The City shall continue to encourage the rehabilitation of substandard residential properties by homeowners and landlords, using the Code Enforcement program when necessary, to improve overall housing quality and conditions in the city.</p>	Ongoing	The City continues to encourage rehabilitation of substandard residential properties in the City of Folsom.	Maintain program.

TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Fee Reductions for Senior Housing The City shall coordinate with the Folsom Cordova Unified School District to explore reductions in school impact fees for senior housing.</p>	Continued	The City contacted the Folsom Cordova Unified School District (FCUSD) in March of 2015 to explore reductions in school impact fees for senior housing and was informed that a policy for fee reductions is already in place whereby senior citizen housing developments (as described in Section 51.3 of the California Civil Code) are charged the FCUSD commercial development impact fee, as opposed to the much higher FCUSD.	Delete program.
<p>Seniors Helping Seniors Program The City shall continue to provide financial assistance for minor home repairs to low-income seniors through the Seniors Helping Seniors Program, subject to availability of Program funds. The City shall send a qualified senior tradesman to perform minor repairs, free of charge, to qualifying senior homeowners.</p>	Ongoing	The City continues to provide financial assistance for minor home repairs to low-income seniors through the Seniors Helping Seniors Program. From 2013 through 2019, \$940,194 of financial assistance was provided through this program and 614 eligible senior households were served.	Maintain program.
<p>Emergency Shelter Facility Development The City shall continue to encourage and provide technical assistance to local organizations and community groups to help develop emergency shelter facilities in Folsom. The City shall facilitate the public outreach necessary to help in the removal of any neighborhood barriers for any applications for an emergency shelter.</p>	Ongoing	The City continues to provide technical assistance to local organizations and community groups to help develop emergency shelter facilities in Folsom.	Maintain program.
<p>Child Care Services to Assist Single Parents with Children The City shall review its Zoning Code to ensure that City requirements do not overly restrict the location of child care services.</p>	Completed	On March 24, 2015, the City Council passed Ordinance No. 1219 to amend the Folsom Municipal Code by adding a separate chapter (Chapter 5.100) to the code that established a streamlined process for permitting and regulating the operation of Large Family Day Care Homes in single-family residential zones in the City. The result of Ordinance No. 1219 is that it established an expedient and cost effective administrative process.	Delete program.
<p>Public Information for Reasonable Accommodation The City shall continue to make information available in written form and on the City's website on reasonable accommodation for persons with disabilities. The City shall continue to designate an ADA Coordinator and contract with an outside consultant to provide information and research if necessary.</p>	Ongoing	The City continues to make information available in written form and on the City's website on reasonable accommodation for persons with disabilities. The City Clerk is designated as the ADA Coordinator and provides information and research.	Delete program. This is standard city practice and does not require an implementation action.

TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Fair Housing Program The City shall continue to make information regarding State and Federal fair housing requirements available at a designated office in City Hall. In addition, the City shall make copies of the information available for the public on the City's website and at the Folsom Public Library. The City will also assist individuals with complaints in contacting either the Code Enforcement Division or one of the following appropriate agencies to file a complaint:</p> <ul style="list-style-type: none"> • Sacramento Housing and Redevelopment Agency; • State of California's Landlord/Tenant Dispute line or Mobile home Park Ombudsman; • Sacramento Regional Human Rights/Fair Housing Commission; • Sacramento County Health Department; and • California Department of Fair Housing and Employment. 	Ongoing	The City continues to make information regarding fair housing available on its website, as well as continues to assist individuals with complaints in contacting the appropriate agency. City staff refers individuals with complaints to the Sacramento Renters Helpline and other appropriate agencies. In addition, a portion of the City's CDBG allocation is used to subsidize the Renters Helpline fair housing activities, including landlord/tenant mediation and complaint investigation.	Modify program to reflect new procedures for addressing fair housing complaints.
<p>Energy Conservation Assistance The City shall continue to include weatherization and energy conservation as eligible activities under CDBG programs that it administers. In addition, the City shall seek new resources to assist homeowners increase energy efficiency (e.g., upgrading older ductwork, HVAC systems, windows, and insulation). The City shall provide information and refer eligible property owners to other available programs, such as those available through PG&E and SMUD.</p>	Ongoing	Weatherization improvements, including such activities as higher efficiency window replacements and HVAC replacements, are primarily completed through the City's Seniors Helping Seniors Program. The City's website provides information to homeowners about the PACE Programs that operate in Folsom, as well as providing links to PG&E and SMUD programs.	Delete program from the Housing Element. The main mechanism for implementing this program is the Seniors Helping Seniors program, which is already included as a program in the Housing Element. The General Plan already addresses the PACE program and other energy efficiency programs.
<p>Public Education on Energy Efficiency The City shall prepare and distribute handouts to the public and post information on the City's website on ways to improve energy efficiency in existing homes and in new construction.</p>	Completed	In August of 2014, the City added an Energy Efficiency section to the City's website that contains useful energy efficiency information and identifies numerous energy efficiency resources. In addition, the City periodically sends out handbills in utility billing statements to the public regarding both water and energy efficiency measures.	Delete program. Program was successfully implemented.

TABLE C-64: EVALUATION OF EXISTING (2013) HOUSING ELEMENT PROGRAMS

Implementation Program	Status	Evaluation	Recommendations for Updated Housing Element
<p>Study Feasibility of a Local Assessment District The City shall conduct a study on the feasibility of creating a local assessment district or other financing mechanism to fund voluntary actions by homeowners (and owners of commercial/mixed-use properties) during new construction or retrofit to undertake energy efficiency measures, install solar rooftop panels, install “cool” roofs, and take other measures to reduce greenhouse gas emissions.</p>	Completed	On December 10, 2013, the City Council approved Resolution No. 9248 to establish a Community Facilities District to finance the acquisition, installation, and improvement of energy efficiency, water conservation and renewable energy improvements to existing residential and commercial buildings. The first PACE program, mPOWER, was implemented on March 17, 2014. Since 2014, several additional PACE providers have been approved for Folsom.	Delete program. Program was successfully implemented.
<p>Facilitate Transit-Oriented Development The City shall identify opportunities for transit-oriented development (TOD) in the city, consider Zoning Code amendments to facilitate mixed-use and high-density residential TOD opportunities, and explore funding opportunities.</p>	In progress	As part of the recently adopted General Plan, the City identified SACOG Transit Priority Areas in the City and established transit oriented land use goals. As part of the zoning code update, the City will consider zoning code amendments that facilitate mixed-use and high density residential TOD opportunities. The comprehensive zoning code update is planned to be completed in Spring 2021.	Modify program to establish development standards for TOD in the comprehensive zoning code update.
<p>Affordability Monitoring The City shall explore the possibility of documenting the sales price and rental rates for all residential units within the city for the purpose of evaluating potential assistance for affordable housing.</p>	Ongoing	The City has not yet found it possible to document the sales price and rental rates for existing residential units; however, the City currently documents the sales price of new for-sale single-family residential units in developments subject to an Inclusionary Housing Agreement with the City and all rental rates of multi-family residential developments that are deed restricted.	Delete program.
<p>Housing Program Staff The City shall continue to designate staff responsibilities to coordinate housing-related programs and policy initiatives in the City and act as the centralized information/referral source for residents requiring housing assistance. The City shall strive to ensure that adequate resources are available to continue improving housing program coordination. The designated staff person shall be responsible for the annual monitoring of housing programs and producing the Housing Element Annual Progress Report to the California Department of Housing and Community Development (HCD), as well as the Housing Trust Fund Annual Report.</p>	Ongoing	The City continues to designate Community Development Department staff to coordinate housing-related programs and policy initiatives in the City.	Maintain as a policy rather than a program since no action is required.
<p>Annual Implementation Reporting The City shall review and report annually to the City Council and to the Department of Housing and Community Development (HCD) on the implementation of Housing Element programs and the City’s effectiveness in meeting the programs’ objectives.</p>	Ongoing	The City continues to review and report annually to the City Council and to the Department of Housing and Community Development (HCD) on the implementation of Housing Element programs and the City's effectiveness in meeting the programs' objectives.	Maintain as a policy rather than a program.

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6 Bibliography

6.1 Agencies, Organizations, and Persons Contacted

WestLand Landowners Group – May 2020

- Bill Bunce, President, WestLand Capital Partners
- Mike McDougall, President, MJM Properties, LLC.
- Rob Aragon, Principal, Aragon Solutions, Inc.
- Rick Jordan, President, Terreno Land Consulting
- Charles Torrence, Principal, Torrence Planning & Design
- Jim Ray, Principal/President, MacKay & Soms
- Jim Galovan, Partner, PCCP LLC
- Tim Taron, Attorney, Public Infrastructure and Services Financing, Hefner Law
- Clay Loomis, Project Manager, Folsom Heights, LLC – May 27, 2020.

Tim Kihm, President, TK Consulting, Inc. – June 23, 2020

Price Walker, Vice President, Project Development, Elliott Homes – April 30, 2020.

Christopher Teng, Senior Land Use Manager, Kaiser Permanente National Facilities Services – May 28, 2020

Cole Partners Development Company – May 28, 2020

- Daniel Cole, Chairman/co-founder
- Rob Cole, President/co-founder
- Mike Isherwood, Chief Financial Officer/Legal Counsel
- Mark Fisher, President, The Grupe Company

Mike Klockenbrink, Business Administration/HR Pastor, Lakeside Church – June 2, 2020.

Augustine Chavez, Vice President of Administration, Folsom Lake College – June 17, 2020.

Simon Properties (Folsom Premium Outlets) – June 18, 2020

- John Dionis, Vice President of Development
- Jamal Porter, Regional Vice President
- Brenda Smith, General Manager, Folsom Premium Outlets

Folsom Cordova School District – July 23, 2020

- Rhonda Crawford, Assistant Superintendent, Business Services
- Matt Washburn, Chief Operations Officer
- JoAnne McCarthy, Facilities Planner
- Geri Wickham, Planning/Project Manager

Ed Kelley, President, HART of Folsom, April 20, 2020.

Nancy Atchley, Executive Director, Powerhouse Ministries, June 15, 2020.

Aaron Zelaya, Sergeant, Community Crimes Suppression Unit, Folsom Police Department – August 7, 2020

Pete Piccardo, Code Enforcement Supervisor, City of Folsom – June 5, 2020.

Danielle M. Mazzella, Preservation & Data Manager, California Housing Partnership – July 20, 2020

6.2 Websites

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 California Department of Corrections and Rehabilitation. <http://www.cdcr.ca.gov>.
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APPENDIX C HOUSING ELEMENT BACKGROUND REPORT

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- City of Folsom. *Multi-Generational Housing Affordability and Accessory Dwelling Unit Assessment*. May 14, 2020.
- City of Folsom. *Seniors Helping Seniors Home Repair Program Guidelines*. Approved April 2017, revised February 2018.
- City of Folsom. *2016 Water Master Plan Update*. January 2018.
- City of Folsom. *2019 Sewer System Management Plan*. July 2019.
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ATTACHMENT **C.1**

VACANT AND UNDERUTILIZED
RESIDENTIAL LAND INVENTORY

Attachment C.1: Vacant and Underutilized Residential Land Inventory

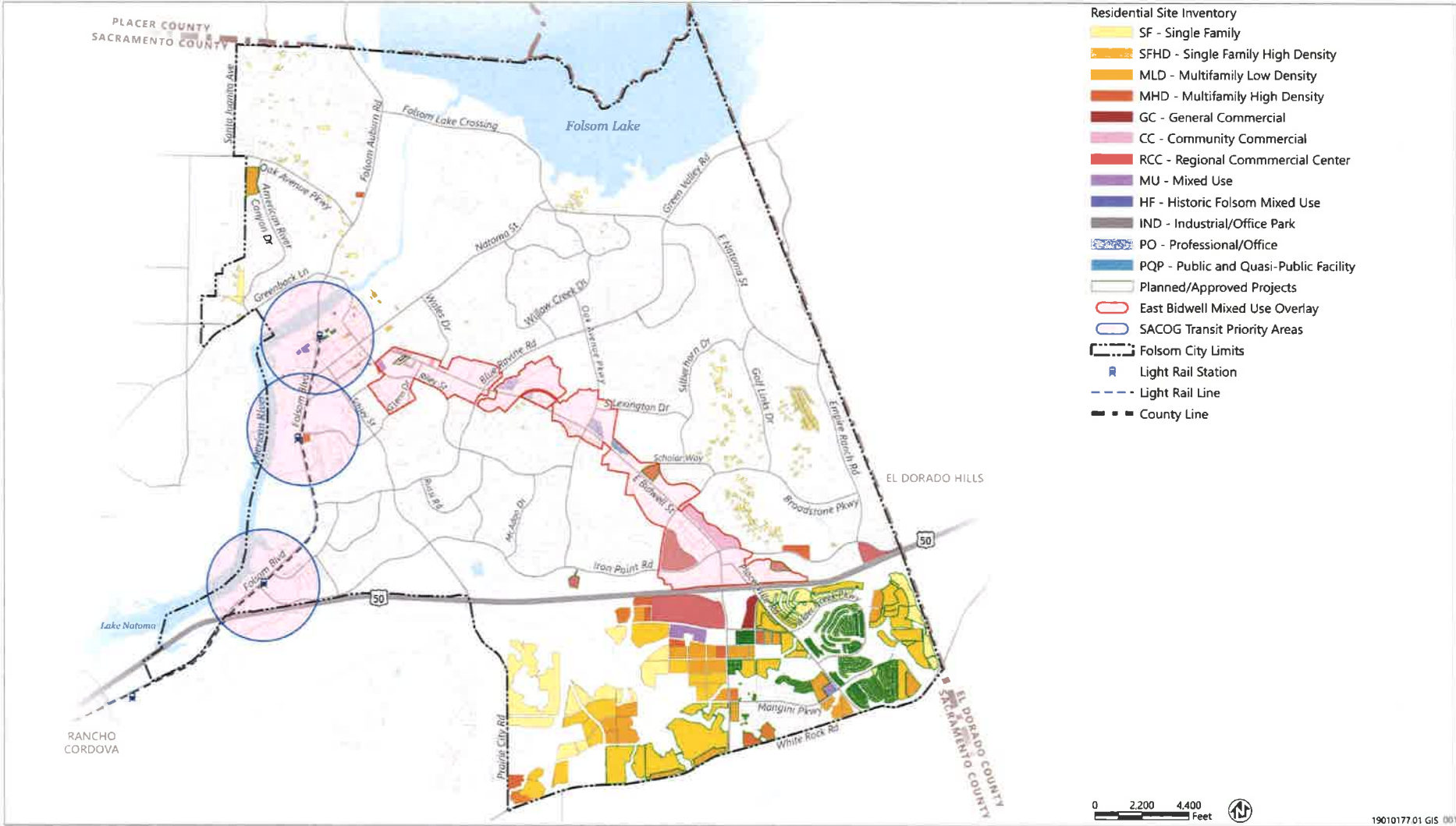


FIGURE C.1-1: CITY-WIDE SITES INVENTORY MAP

TABLE C.1-1: VACANT AND UNDERUTILIZED RESIDENTIAL LAND INVENTORY, CITY OF FOLSOM

Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acreage	Maximum Allowed Residential Density	Maximum Units	Expected Density	Total Number of Units	Lower Income Units	Moderate-Income Units	Above Moderate-Income Units	Notes
EAST BIDWELL CORRIDOR SITES												
071-0190-093*	955 Riley Street	MU	MU	2.94	30	88	27	79	79			Underutilized site. Existing Folsom Cordova Unified School District (FCUSD) offices on-site.
071-0190-048	511 E. Bidwell Street	CC - EBMU	C-2	0.54	30	16	27	4	4			Underutilized site. Total area of APN 071-0190-048 is 2.04 acres; Inventory only includes vacant area behind Folsom Lake Bowl and the entire adjacent parcel (APN 071-0320-026 - existing parking lot); commercial component would remain. Inventory assumes 25% build out during planning period.
071-0320-026				1.06	30	32	27	7	7			
<i>Subtotal</i>				1.6		48		11	11	0	0	
071-0082-016	300 E. Bidwell Street	CC - EBMU	C-2	1.02	30	31	27	7	7			Underutilized site. Strip Mall between Coloma St and Rumsey Way. Inventory assumes 25% build out during planning period.
071-0082-015	314 E. Bidwell Street			0.25	30	8	27	2	2			
071-0082-017	320 E. Bidwell Street			0.45	30	14	27	3	3			
071-0082-012	330 E. Bidwell Street			0.27	30	8	27	2	2			
<i>Subtotal</i>				1.99		61		13	13	0	0	
071-0083-012	402 E. Bidwell Street	CC - EBMU	C-2	0.29	30	9	27	2	2			Underutilized site. Strip Mall between Rumsey Way and Market St. Inventory assumes 25% build out during planning period.
071-0083-011	404 E. Bidwell Street			0.63	30	19	27	4	4			
071-0083-010	412 E. Bidwell Street			0.74	30	22	27	5	5			
<i>Subtotal</i>				1.66		50		11	11	0	0	
071-0360-013	616 E. Bidwell Street	CC - EBMU	C-2	1.41	30	42	27	10	10			Underutilized site. Snowline Hospice Thrift Store. Inventory assumes 25% build out during planning period.
Subtotal - Central Commercial District				9.6		289		124	124	0	0	
071-0040-161	1571 Creekside Drive	PO - EBMU	BP (PD)	2.79		84						Creekside (Cummings) Site. Unit count based on proforma received from St. Anton for potential affordable housing project.
071-0040-162	1591 Creekside Drive			2.1		63						
071-0040-163	1575 Creekside Drive			2.82	30	85	27	150	150			
<i>Subtotal</i>				7.71		232		150	150			
072-0031-024	790 Hana Way	PO - EBMU	BP (PD)	2.43	30	73	27	65	66			500-yr flood zone; AE flood zone
Subtotal - Creekside District				10.14		305		216	216	0	0	
072-1310-012	701 Oak Avenue Parkway	PO - EBMU	BP (PD)	4.46	30	134	27	120	120			Lakeside Church - inventory only includes vacant portions of sites excluding areas constrained by existing parking lot and overhead powerlines - would require lot split and reconfiguration. APN 072-1310-012 total size is 4.48 acres; APN 072-1310-011 total size is 4.2 acres; APN 072-1310-010 total size is 4.79 acres
portion of 072-1310-011	741 Oak Avenue Parkway			1.34	30	40	27	36	36			
portion of 072-1310-010	731 Oak Avenue Parkway			1.58	30	47	27	43	43			
<i>Subtotal</i>				7.38		221		199	199	0	0	
portion of 072-0270-023	100 Scholar Way	PQP - EBMU	A-1-A	5.81	30	174	27	157	157			Folsom Lake College (151.14-acre parcel) - The inventory only includes the 5.81 acres of developable land within the EBMU overlay.
Subtotal - College District				13.19		395		356	356	0	0	
072-0270-155	1565 Cavitt Drive	CC - EBMU	C-2	10.00	30	300	27	270	270			Total parcel size is 37.18 acres; vacant site; assumed 10 acres of residential development.
072-1190-128	Broadstone Pkwy	RCC - EMBU	C-3 (PD)									Kaiser Site (43.99-acre site) - 38.05 acres of the site are vacant; assumed 10 acres of residential development. APN 072-1190-128 total size is 23.73 acres; APN 072-1190-129 total size is 7.9 acres; APN 072-1190-130 total size is 12.36 acres.
072-1190-129	2376 Iron Point Rd			10.00	30	300	27	270	270			
072-1190-130	285 Palladio Pkwy			10.00	30	300	27	270	270			
<i>Subtotal</i>				10.00		300		270	270			

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Subtotal - Broadstone District				20.00		600		540	540	0	0	
Total East Bidwell Corridor Sites				52.94		1589		1236	1236	0	0	
TRANSIT PRIORITY AREAS												
071-0020-078*	1025 Glenn Drive	MHD	SP 93-2 (R-4)	2.73	30	82	27	74	74			500-year flood zone.
070-0020-004	502 Leidesdorff St	HF	R-1-M	0.12	30	4	27	3			3	Less than 0.5 acres
070-0042-002*	1118 Sutter St	HF	HD	0.65	30	19	27	17	17			Leidesdorff Site.
070-0046-024*	1108 Sutter St	HF	HD	0.70	30	21	27	19	19			
070-0046-026*	Leidesdorff St	HF	HD	1.29	30	39	27	35	35			
Subtotal				2.64		79		71	71			
070-0045-023	River Way	HF	R-4	0.03	30	1	27	1		1		Less than 0.5 acres
070-0045-029	River St	HF	OSC	0.07	30	2	27	2		2		Less than 0.5 acres
070-0051-032	Riley St	HF	OSC	0.38	30	11	27	10		10		Less than 0.5 acres; 500-year flood zone
070-0062-007	204 Bridge St	SFHD	R-1-M	0.03	7	1	6	1			1	
070-0062-015	510 Sutter St	HF	HD	0.16	30	5	27	4		4		Less than 0.5 acres
070-0106-002*	715 Figueroa St	MLD	R-2	0.16	12	2	10	2		2		
070-0106-010	Figueroa St	MLD	R-2	0.65	12	8	10	6		6		
070-0164-012	512 Persifer St	SFHD	R-1-ML	0.16	7	1	6	1			1	
070-0164-017	Scott Rd	SFHD	R-1-ML	0.17	7	1	6	1			1	
070-0202-017	Decatur St	SFHD	R-1-M	0.04	7	1	6	1			1	
070-0202-018	813 Persifer St	SFHD	R-1-M	0.04	7	1	6	1			1	
070-0203-015	709 Persifer St	SFHD	R-1-M	0.16	7	1	6	1			1	
070-0250-062	1338 Young Wo Cir	MLD	R-M	0.11	12	1	10	1			1	
071-0190-003	805 Bidwell St	MHD	R-3	0.24	30	7	27	6		6		Less than 0.5 acres
071-0190-009	808 Comstock Dr	MHD	R-3	0.18	30	5	27	5		5		Less than 0.5 acres
071-0190-092	807 Bidwell St	MHD	R-M	0.30	30	9	27	8		8		Less than 0.5 acres
Total Transit Priority Area Sites				8.38		223		199	145	44	10	
FOLSOM PLAN AREA SPECIFIC PLAN SITES												
07202311400000	SF 3	SF	SP-SF	0.50	4	—	—	1			1	Westland/Carpenter
07200600900000	SF 9	SF	SP-SF	21.74	4	—	—	79			79	Hillsborough
07200600980000	SF 19B	SF	SP-SF	5.82	4	—	—	20			20	Hillsborough
07200600980000	SF 20	SF	SP-SF	21.62	4	—	—	54			54	Hillsborough (amended per Toll Brothers SPA)
07200600930000	SF 26	SF	SP-SF	23.10	4	—	—	83			83	Hillsborough
07200600930000	SF 27	SF	SP-SF	12.71	4	—	—	46			46	Hillsborough
07231900370000	SF 58	SF	SP-SF	106.96	4	—	—	338			338	Westland/Carpenter
07231900330000	SF 70	SF	SP-SF	12.79	4	—	—	44			44	Westland Eagle (amended per Toll Brothers SPA)
07200600770000; 07200601020000; 07231900340000	SF 162	SF	SP-SF	37.93	4	—	—	140			140	Westland/Eagle (amended per Toll Brothers SPA)
07200600070000	SF 254	SF	SP-SF	4.32	4	—	—	13			13	Westland/I&Z Property

TABLE C.1-1: VACANT AND UNDERUTILIZED RESIDENTIAL LAND INVENTORY, CITY OF FOLSOM

Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acreage	Maximum Allowed Residential Density	Maximum Units	Expected Density	Total Number of Units	Lower Income Units	Moderate-Income Units	Above Moderate-Income Units	Notes
07200600070000	SF 255	SF	SP-SF	4.94	4	—	—	15			15	Westland/J&Z Property
Subtotal - SF				252.43				833	0	0	833	
07200600900000; 07200600910000	SFHD 12	SFHD	SP-SFHD	24.61	7	—	—	141			141	Hillsborough
07200600910000; 07200600980000	SFHD 17B	SFHD	SP-SFHD	15.68	7	—	—	90			90	Hillsborough
07200600980000	SFHD 19A	SFHD	SP-SFHD	10.28	7	—	—	59			59	Hillsborough
07200600930000; 07200600980000	SFHD 23	SFHD	SP-SFHD	21.40	7	—	—	123			123	Hillsborough
07200600930000	SFHD 25	SFHD	SP-SFHD	24.46	7	—	—	141			141	Hillsborough
07231900330000	SFHD 71	SFHD	SP-SFHD	35.41	7	—	—	194			194	Westland/Eagle
07200600770000	SFHD 159	SFHD	SP-SFHD	11.44	7	—	—	62			62	Westland/Eagle
07200600770000	SFHD 161	SFHD	SP-SFHD	11.55	7	—	—	66			66	Westland/Eagle (amended per Toll Brothers SPA)
07200601000000	SFHD 165A-2	SFHD	SP-SFHD	6.99	7	—	—	40			40	Westland/Eagle
07200601000000	SFHD 165B	SFHD	SP-SFHD	17.42	7	—	—	95			95	Westland/Eagle
07200600990000; 07200601030000	SFHD 172A	SFHD	SP-SFHD	55.70	7	—	—	346			346	Toll Brothers - Phase 2 Active Adult SF homes
Subtotal - SFHD				234.94				1,357	0	0	1,357	
07200600930000; 07200600980000	MLD 24	MLD	SP-MLD	16.25	12	—	—	153		153		Hillsborough
07231900310000	MLD 63	MLD	SP-MLD	7.84	12	—	—	70		70		Westland/Eagle
07231900310000	MLD 73	MLD	SP-MLD	11.55	12	—	—	114		114		Westland/Eagle (amended per Toll Brothers SPA)
07231900340000	MLD 76	MLD	SP-MLD	13.22	12	—	—	119		119		Westland/Eagle
07233900030000; 07233900140000	MLD 132	MLD	SP-MLD	13.39	12	—	—	104		104		Mangini Ranch Phase I
07233800270000	MLD 147	MLD	SP-MLD	17.04	12	—	—	156		156		Mangini Ranch Phase I
07233700360000	MLD 155	MLD	SP-MLD	12.32	12	—	—	120		120		Westland/Eagle (amended per Toll Brothers SPA)
07231900340000	MLD 156	MLD	SP-MLD	6.33	12	—	—	57		57		Westland/Eagle
07231900340000	MLD 160B	MLD	SP-MLD	10.75	12	—	—	97		97		Westland/Eagle
07200601000000	MLD 166	MLD	SP-MLD	6.00	12	—	—	54		54		Westland/Eagle
07200600980000; 07200601020000	MLD 173	MLD	SP-MLD	24.65	12	—	—	233		233		Westland/Eagle
07200700390000	MLD 211	MLD	SP-MLD	7.27	12	—	—	63		63		Arcadian Heights
07234600110000	MLD 234	MLD	SP-MLD	8.41	12	—	—	69		69		Folsom Heights
07234600140000	MLD 235	MLD	SP-MLD	6.50	12	—	—	54		54		Folsom Heights
07200600070000	MLD 256	MLD	SP-MLD	13.03	12	—	—	119		119		Westland/J&Z Property
07200601030000	MLD 172	MLD	SP-MLD	8.20	12	—	—	75		75		Toll Brothers - Phase 2 Townhomes
Subtotal - MLD				182.75				1657	0	1657	0	
07200600910000	MMD 11	MMD	SP-MMD	8.56	20	—	—	155		155		Hillsborough
07231900310000	MMD 68	MMD	SP-MMD	9.72	20	—	—	176		176		Westland/Eagle (amended per Toll Brothers SPA)
07233700140000	MMD 144	MMD	SP-MMD	5.16	20	—	—	109		109		Mangini Ranch Phase I

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Subtotal - MMD				23.44				440	0	440	0	
072006009000000; 072006009100000	MHD 16	MHD	SP-MHD	9.80	30	—	—	246	246			Hillsborough
portion of 072-3190-031	MHD 60	MHD	SP-MHD	7.70	30	—	—	192	192			Westland Eagle
portion of 072-3190-031	MHD 64	MHD	SP-MHD	4.31	30	—	—	108	108			Westland Eagle
Portion of 072-3190-034	MHD 157	MHD	SP-MHD	5.79	30	—	—	145	145			Westland Eagle
Portion of 072-3190-034	MHD 160A	MHD	SP-MHD	6.62	30	—	—	145	145			Westland Eagle
Subtotal - MHD				34.22				836	836	0	0	
Portion of 072-3190-030	RCC 61	RC	SP-RC	42.40				552	156	396		Westland Eagle; Per MAM approved 3/17/2020 - 7.5ac and 156 dwelling units of MHD Housing; 9.9ac and 198 units of MMD housing; 25.0ac and 198 units of MLD
072319004900000; 072319005000000	GC 85A	GC	SP-GC	14.30				343	221	122		Westland Eagle; Per MAM approved 3/17/2020 - 8.2ac and 221 dwelling units of MHD housing; 6.1ac and 122 units of MMD housing
Subtotal - RC and GC				56.70				895	377	518	0	
portion of 072-3190-034	MU 74	MU	SP-MU	10.00				74	74			Westland Eagle
portion of 072-3190-034	MU 158	MU	SP-MU	11.48				57	57			Westland Eagle
Subtotal - MU				21.48				131	131	0	0	
Total FPASP Sites				805.96				6,149	1,344	2,615	2,190	
ADDITIONAL HOUSING SITES												
07000200130000	Leidesdorff St	SFHD	R-1-M	0.20	7	1	6	1			1	
07000700260000	Leidesdorff St	SFHD	R-1-M	0.16	7	1	6	1			1	
07000700300000	289 Leidesdorff St	SFHD	R-1-M	0.27	7	2	6	1			1	
07000700310000	293 Leidesdorff St	SFHD	R-1-M	0.27	7	2	6	1			1	
07000700320000	297 Leidesdorff St	SFHD	R-1-M	0.27	7	2	6	1			1	
07001200070000	Sutter St	MLD	R-4	0.21	12	3	10	2		2		
07001200080000	Sutter St	MLD	R-4	0.21	12	3	10	2		2		
07001730020000	Mormon St	MLD	R-4	0.27	12	3	10	3		3		
07100401000000*	Mountain View Dr	SF	R-1-L	0.98	4	4	3	1			1	
07100401550000*	354 Mountain View Dr	SF	R-1-L	1.61	4	6	3	1			1	
07102340030000	121 Rugosa Dr	SF	R-1-ML	0.29	4	1	3	1			1	
07105000300000	130 Abrozo Ct	SF	R-1-ML	0.32	4	1	3	1			1	
07109000310000	456 Trowbridge Ln	SF	R-1-ML	0.52	4	2	3	1			1	
07109000450000	477 Trowbridge Ln	SF	R-1-ML	0.48	4	2	3	1			1	
07109100260000	48 Hawk Ct	SF	R-1-ML	1.82	4	7	3	1			1	
07109100280000	445 Trowbridge Ln	SF	R-1-ML	0.79	4	3	3	1			1	
07110100700000	112 Cobb Ct	SF	R-1-M	0.19	4	1	3	1			1	
07110900360000	103 Mc Derby Ct	SF	R-1-M	0.25	4	1	3	1			1	

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07111400130000	103 Metz Ct	SF	R-1-M	0.35	4	1	3	1			1	
07117600020000	1505 Gionata Way	SF	R-1-ML	0.25	4	1	3	1			1	
07117600080000	814 Cristina Ct	SF	R-1-ML	0.59	4	2	3	1			1	
07117600110000	805 Cristina Ct	SF	R-1-ML	0.53	4	2	3	1			1	
07117600130000	795 Cristina Ct	SF	R-1-ML	0.47	4	2	3	1			1	
07117600150000	787 Cristina Ct	SF	R-1-L	0.46	4	2	3	1			1	
07117600210000	766 Cristina Ct	SF	R-1-ML	0.41	4	2	3	1			1	
07117600240000	1514 Gionata Way	SF	R-1-ML	0.32	4	1	3	1			1	
07117600280000	777 Cristina Ct	SF	R-1-L	0.44	4	2	3	1			1	
07117700010000	1510 Gionata Way	SF	R-1-ML	0.35	4	1	3	1			1	
07117700030000	779 Lorena Ln	SF	R-1-ML	0.30	4	1	3	1			1	
07117700120000	760 Lorena Ln	SF	R-1-ML	0.27	4	1	3	1			1	
07117700150000	772 Lorena Ln	SF	R-1-ML	0.35	4	1	3	1			1	
07117700170000	780 Lorena Ln	SF	R-1-ML	0.30	4	1	3	1			1	
07118300030000	33 Hawk Ct	SF	R-1-ML	0.49	4	2	3	1			1	
07118300040000	37 Hawk Ct	SF	R-1-ML	0.60	4	2	3	1			1	
07118300070000	49 Hawk Ct	SF	R-1-ML	0.84	4	3	3	1			1	
07200320020000	E Bidwell St	SF	R-1-L	0.14	4	1	3	1			1	
07208200090000	455 Rockport Cir	SF	R-1-ML	0.51	4	2	3	1			1	
07208300080000	456 Rockport Cir	SF	R-1-ML	1.01	4	4	3	1			1	
07208300260000	464 Rockport Cir	SF	R-1-ML	1.33	4	5	3	1			1	
07208300270000	462 Rockport Cir	SF	R-1-ML	1.00	4	4	3	1			1	
07208300290000	458 Rockport Cir	SF	R-1-ML	0.77	4	3	3	1			1	
07209800210000	110 Black Powder Cir	SF	R-1-L	0.39	4	2	3	1			1	
07209800240000	104 Black Powder Cir	SF	R-1-L	0.41	4	2	3	1			1	
07209900420000	102 Black Gold Ln	SF	R-1-L	0.35	4	1	3	1			1	
07211700390000	Lone Spur Dr	SF	R-1-M	0.59	4	2	3	1			1	
07220500080000	522 Listowe Dr	SF	R-1-M	0.34	4	1	3	1			1	
07220500110000	510 Listowe Dr	SF	R-1-M	0.30	4	1	3	1			1	
07220500120000	506 Listowe Dr	SF	R-1-M	0.37	4	1	3	1			1	
07220500440000	498 Listowe Dr	SF	R-1-M	0.49	4	2	3	1			1	
07220500450000	502 Listowe Dr	SF	R-1-M	0.33	4	1	3	1			1	
07221400250000	711 Westchester Ct	SF	R-1-M	0.30	4	1	3	1			1	
07221400290000	729 Heritage Pl	SF	R-1-ML	0.49	4	2	3	1			1	
07221500010000	1840 Woodglen Dr	SF	R-1-M	0.47	4	2	3	1			1	
07221500110000	680 Misty Ridge Cir	SF	R-1-M	0.23	4	1	3	1			1	
07221500220000	735 Misty Ridge Cir	SF	R-1-M	0.26	4	1	3	1			1	
07221500260000	719 Misty Ridge Cir	SF	R-1-M	0.23	4	1	3	1			1	
07221500380000	659 Misty Ridge Cir	SF	R-1-M	0.38	4	2	3	1			1	

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07221600080000	632 Glen Oak Ct	SF	R-1-M	0.44	4	2	3	1			1	
07221700100000	823 Eagle Ridge Cir	SF	R-1-ML	0.24	4	1	3	1			1	
07221700130000	811 Eagle Ridge Cir	SF	R-1-ML	0.27	4	1	3	1			1	
07221700180000	791 Heritage Pl	SF	R-1-ML	0.46	4	2	3	1			1	
07221700230000	868 Eagle Ridge Cir	SF	R-1-M	0.32	4	1	3	1			1	
07221700240000	864 Eagle Ridge Cir	SF	R-1-M	0.31	4	1	3	1			1	
07221800010000	787 Heritage Pl	SF	R-1-ML	0.56	4	2	3	1			1	
07221800020000	783 Heritage Pl	SF	R-1-ML	0.68	4	3	3	1			1	
07221800080000	753 Heritage Pl	SF	R-1-M	0.29	4	1	3	1			1	
07221800090000	749 Heritage Pl	SF	R-1-M	0.43	4	2	3	1			1	
07221800150000	764 Heritage Pl	SF	R-1-M	0.57	4	2	3	1			1	
07221800170000	772 Heritage Pl	SF	R-1-M	0.65	4	3	3	1			1	
07221800180000	778 Heritage Pl	SF	R-1-M	0.65	4	3	3	1			1	
07221900080000	730 Grandview Dr	SF	R-1-M	0.39	4	2	3	1			1	
07221900120000	750 Grandview Dr	SF	R-1-M	0.44	4	2	3	1			1	
07221900130000	760 Grandview Dr	SF	R-1-M	0.71	4	3	3	1			1	
07221900140000	764 Grandview Dr	SF	R-1-M	0.48	4	2	3	1			1	
07221900180000	780 Grandview Dr	SF	R-1-M	0.44	4	2	3	1			1	
07222400180000	313 Carpenter Hill	SF	R-1-M	0.22	4	1	3	1			1	
07222400190000	309 Carpenter Hill	SF	R-1-M	0.22	4	1	3	1			1	
07222400200000	305 Carpenter Hill	SF	R-1-M	0.22	4	1	3	1			1	
07222800010000	758 Glen Mady Way	SF	R-1-ML	0.45	4	2	3	1			1	
07222800160000	714 Glen Mady Way	SF	R-1-ML	0.45	4	2	3	1			1	
07222800190000	700 Glen Mady Way	SF	R-1-ML	0.37	4	1	3	1			1	
07222800270000	695 Glen Mady Way	SF	R-1-ML	0.39	4	2	3	1			1	
07222800280000	703 Glen Mady Way	SF	R-1-ML	0.42	4	2	3	1			1	
07222800310000	717 Glen Mady Way	SF	R-1-ML	0.29	4	1	3	1			1	
07222800320000	721 Glen Mady Way	SF	R-1-ML	0.29	4	1	3	1			1	
07222800330000	729 Glen Mady Way	SF	R-1-ML	0.39	4	2	3	1			1	
07222800420000	1715 Lake Vista Way	SF	R-1-ML	0.40	4	2	3	1			1	
07222900100000	1697 Schillers Ct	SF	R-1-ML	0.34	4	1	3	1			1	
07222900150000	1688 Schillers Ct	SF	R-1-ML	0.40	4	2	3	1			1	
07222900180000	1723 Lake Vista Way	SF	R-1-ML	0.33	4	1	3	1			1	
07222900280000	665 Bonley Ct	SF	R-1-ML	0.56	4	2	3	1			1	
07223000110000	1794 Woodglen Dr	SF	R-1-ML	0.32	4	1	3	1			1	
07223000230000	1763 Barrhead Ct	SF	R-1-ML	0.59	4	2	3	1			1	
07223000280000	651 Glen Mady Way	SF	R-1-ML	0.45	4	2	3	1			1	
07223000310000	663 Glen Mady Way	SF	R-1-ML	0.33	4	1	3	1			1	
07223000330000	1769 Lake Vista Way	SF	R-1-ML	0.51	4	2	3	1			1	

TABLE C.1-1: VACANT AND UNDERUTILIZED RESIDENTIAL LAND INVENTORY, CITY OF FOLSOM

Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acreage	Maximum Allowed Residential Density	Maximum Units	Expected Density	Total Number of Units	Lower Income Units	Moderate-Income Units	Above Moderate-Income Units	Notes
07223000350000	1761 Lake Vista Way	SF	R-1-ML	0.30	4	1	3	1			1	
07223000360000	1757 Lake Vista Way	SF	R-1-ML	0.30	4	1	3	1			1	
07223100100000	544 Serpa Way	SF	R-1-M	0.51	4	2	3	1			1	
07223100120000	536 Serpa Way	SF	R-1-M	0.39	4	2	3	1			1	
07223100140000	539 Serpa Way	SF	R-1-M	0.52	4	2	3	1			1	
07223100150000	543 Serpa Way	SF	R-1-M	0.52	4	2	3	1			1	
07223100160000	547 Serpa Way	SF	R-1-M	0.52	4	2	3	1			1	
07223100290000	461 Tobrurry Way	SF	R-1-M	0.49	4	2	3	1			1	
07223100300000	460 Tobrurry Way	SF	R-1-M	0.39	4	2	3	1			1	
07223200030000	522 Serpa Way	SF	R-1-M	0.43	4	2	3	1			1	
07223200060000	510 Serpa Way	SF	R-1-M	0.38	4	2	3	1			1	
07223200090000	1807 Ruan Ct	SF	R-1-M	0.35	4	1	3	1			1	
07223200200000	1803 Ruan Ct	SF	R-1-M	0.45	4	2	3	1			1	
07227400010000	414 Tobrurry Way	SF	R-1-M	0.49	4	2	3	1			1	
07227400030000	428 Tobrurry Way	SF	R-1-M	0.66	4	3	3	1			1	
07227400040000	434 Tobrurry Way	SF	R-1-M	0.46	4	2	3	1			1	
07227400070000	448 Tobrurry Way	SF	R-1-M	0.80	4	3	3	1			1	
07227400080000	452 Tobrurry Way	SF	R-1-M	0.71	4	3	3	1			1	
07227400110000	451 Tobrurry Way	SF	R-1-M	0.58	4	2	3	1			1	
07227400140000	437 Tobrurry Way	SF	R-1-M	0.51	4	2	3	1			1	
07227400170000	425 Tobrurry Way	SF	R-1-M	0.45	4	2	3	1			1	
07227400180000	421 Tobrurry Way	SF	R-1-M	0.45	4	2	3	1			1	
07227400200000	480 Serpa Way	SF	R-1-M	0.40	4	2	3	1			1	
07227400210000	488 Serpa Way	SF	R-1-M	0.40	4	2	3	1			1	
07227400220000	494 Serpa Way	SF	R-1-M	0.42	4	2	3	1			1	
07227400240000	487 Serpa Way	SF	R-1-M	0.29	4	1	3	1			1	
07227400250000	483 Serpa Way	SF	R-1-M	0.29	4	1	3	1			1	
07227400280000	467 Serpa Way	SF	R-1-M	0.29	4	1	3	1			1	
07227500010000	410 Tobrurry Way	SF	R-1-M	0.42	4	2	3	1			1	
07227500030000	394 Tobrurry Way	SF	R-1-M	0.63	4	3	3	1			1	
07227500060000	393 Tobrurry Way	SF	R-1-M	0.47	4	2	3	1			1	
07227500070000	397 Tobrurry Way	SF	R-1-M	0.48	4	2	3	1			1	
07227500080000	401 Tobrurry Way	SF	R-1-M	0.47	4	2	3	1			1	
07227500090000	405 Tobrurry Way	SF	R-1-M	0.46	4	2	3	1			1	
07227500100000	409 Tobrurry Way	SF	R-1-M	0.44	4	2	3	1			1	
07227500120000	417 Tobrurry Way	SF	R-1-M	0.44	4	2	3	1			1	
07227500180000	426 Serpa Way	SF	R-1-M	0.42	4	2	3	1			1	
07227500210000	433 Serpa Way	SF	R-1-M	0.28	4	1	3	1			1	
07227500260000	459 Serpa Way	SF	R-1-M	0.28	4	1	3	1			1	

Attachment C-1: Vacant and Underutilized Residential Land Inventory

TABLE C.1-1: VACANT AND UNDERUTILIZED RESIDENTIAL LAND INVENTORY, CITY OF FOLSOM												
Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acreage	Maximum Allowed Residential Density	Maximum Units	Expected Density	Total Number of Units	Lower Income Units	Moderate-Income Units	Above Moderate-Income Units	Notes
07227600030000	368 Tobrurry Way	SF	R-1-M	0.38	4	2	3	1			1	
07227600050000	365 Tobrurry Way	SF	R-1-M	0.57	4	2	3	1			1	
07227600060000	369 Tobrurry Way	SF	R-1-M	0.66	4	3	3	1			1	
07227600080000	377 Tobrurry Way	SF	R-1-M	0.56	4	2	3	1			1	
07227600100000	385 Tobrurry Way	SF	R-1-M	0.49	4	2	3	1			1	
07227600120000	410 Serpa Way	SF	R-1-M	0.42	4	2	3	1			1	
07227600170000	381 Serpa Way	SF	R-1-M	0.33	4	1	3	1			1	
07227600200000	399 Serpa Way	SF	R-1-M	0.27	4	1	3	1			1	
07227600240000	415 Serpa Way	SF	R-1-M	0.29	4	1	3	1			1	
07227600270000	1811 Esker Ct	SF	R-1-M	0.44	4	2	3	1			1	
07227700020000	332 Tobrurry Way	SF	R-1-M	0.63	4	3	3	1			1	
07227700030000	328 Tobrurry Way	SF	R-1-M	0.62	4	2	3	1			1	
07227700050000	320 Tobrurry Way	SF	R-1-M	0.59	4	2	3	1			1	
07227700070000	312 Tobrurry Way	SF	R-1-M	0.34	4	1	3	1			1	
07227700190000	264 Tobrurry Way	SF	R-1-M	0.39	4	2	3	1			1	
07227700340000	1806 Esker Ct	SF	R-1-M	0.27	4	1	3	1			1	
07227700350000	323 Tobrurry Way	SF	R-1-M	0.44	4	2	3	1			1	
07227700360000	327 Tobrurry Way	SF	R-1-M	0.43	4	2	3	1			1	
07230300010000	537 Ramos Dr	SF	R-1-M	0.41	4	2	3	1			1	
07230300070000	2000 Swingle Rd	SF	R-1-M	0.41	4	2	3	1			1	
07230300100000	2012 Swingle Rd	SF	R-1-M	0.33	4	1	3	1			1	
07230300250000	538 Ramos Dr	SF	R-1-M	0.41	4	2	3	1			1	
07230300370000	632 Russell Dr	SF	R-1-M	0.23	4	1	3	1			1	
07230300400000	550 Ramos Dr	SF	R-1-M	0.37	4	1	3	1			1	
07230400160000	590 Sundahl Dr	SF	R-1-M	0.38	4	2	3	1			1	
07230400290000	668 Russell Dr	SF	R-1-M	0.35	4	1	3	1			1	
07232000070000	613 Sundahl Dr	SF	R-1-M	0.39	4	2	3	1			1	
07232000080000	609 Sundahl Dr	SF	R-1-M	0.38	4	2	3	1			1	
07232000180000	687 Russell Dr	SF	R-1-M	0.34	4	1	3	1			1	
07232000200000	679 Russell Dr	SF	R-1-M	0.27	4	1	3	1			1	
07232000250000	676 Russell Dr	SF	R-1-M	0.34	4	1	3	1			1	
07232700120000	650 Sundahl Dr	SF	R-1-M	0.49	4	2	3	1			1	
07232700130000	654 Sundahl Dr	SF	R-1-M	0.40	4	2	3	1			1	
07232700140000	658 Sundahl Dr	SF	R-1-M	0.34	4	1	3	1			1	
07232700150000	662 Sundahl Dr	SF	R-1-M	0.31	4	1	3	1			1	
07232700160000	666 Sundahl Dr	SF	R-1-M	0.28	4	1	3	1			1	
07232700170000	670 Sundahl Dr	SF	R-1-M	0.27	4	1	3	1			1	
07232700260000	709 Sundahl Dr	SF	R-1-M	0.28	4	1	3	1			1	
07232700290000	697 Sundahl Dr	SF	R-1-M	0.21	4	1	3	1			1	

TABLE C.1-1: VACANT AND UNDERUTILIZED RESIDENTIAL LAND INVENTORY, CITY OF FOLSOM

Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acreage	Maximum Allowed Residential Density	Maximum Units	Expected Density	Total Number of Units	Lower Income Units	Moderate-Income Units	Above Moderate-Income Units	Notes
07232700300000	698 Sundahl Dr	SF	R-1-M	0.29	4	1	3	1			1	
07232700310000	702 Sundahl Dr	SF	R-1-M	0.30	4	1	3	1			1	
07232700320000	706 Sundahl Dr	SF	R-1-M	0.31	4	1	3	1			1	
07232700330000	710 Sundahl Dr	SF	R-1-M	0.30	4	1	3	1			1	
07232700340000	714 Sundahl Dr	SF	R-1-M	0.28	4	1	3	1			1	
07232800040000	709 Oreno Cir	SF	R-1-M	0.24	4	1	3	1			1	
07232800130000	665 Oreno Ct	SF	R-1-M	0.21	4	1	3	1			1	
07232800300000	697 Oreno Cir	SF	R-1-M	0.05	4	0	3	1			1	
07232800310000	773 Oreno Cir	SF	R-1-M	0.52	4	2	3	1			1	
07232800360000	745 Oreno Cir	SF	R-1-M	0.26	4	1	3	1			1	
07232800380000	725 Oreno Cir	SF	R-1-M	0.30	4	1	3	1			1	
07232800450000	750 Oreno Cir	SF	R-1-M	0.39	4	2	3	1			1	
07232800470000	758 Oreno Cir	SF	R-1-M	0.40	4	2	3	1			1	
07232800540000	774 Oreno Cir	SF	R-1-M	0.06	4	1	3	1			1	
07233200010000	757 Sundahl Dr	SF	R-1-M	0.21	4	1	3	1			1	
07233200110000	718 Sundahl Dr	SF	R-1-M	0.27	4	1	3	1			1	
07233200180000	2050 Ritchie St	SF	R-1-M	0.23	4	1	3	1			1	
07233200190000	2046 Ritchie St	SF	R-1-M	0.22	4	1	3	1			1	
07233200200000	2042 Ritchie St	SF	R-1-M	0.21	4	1	3	1			1	
07233200210000	2038 Ritchie St	SF	R-1-M	0.19	4	1	3	1			1	
07233200220000	2034 Ritchie St	SF	R-1-M	0.23	4	1	3	1			1	
07233200230000	2030 Ritchie St	SF	R-1-M	0.22	4	1	3	1			1	
07233200240000	2026 Ritchie St	SF	R-1-M	0.18	4	1	3	1			1	
07233200250000	2022 Ritchie St	SF	R-1-M	0.19	4	1	3	1			1	
07233200260000	2018 Ritchie St	SF	R-1-M	0.19	4	1	3	1			1	
07233200270000	2014 Ritchie St	SF	R-1-M	0.21	4	1	3	1			1	
07233200280000	2010 Ritchie St	SF	R-1-M	0.20	4	1	3	1			1	
07233200290000	2006 Ritchie St	SF	R-1-M	0.34	4	1	3	1			1	
07233200300000	2002 Ritchie St	SF	R-1-M	0.28	4	1	3	1			1	
07233200310000	1998 Ritchie St	SF	R-1-M	0.32	4	1	3	1			1	
07233200320000	1994 Ritchie St	SF	R-1-M	0.25	4	1	3	1			1	
07233200330000	1990 Ritchie St	SF	R-1-M	0.24	4	1	3	1			1	
07233200340000	1986 Ritchie St	SF	R-1-M	0.24	4	1	3	1			1	
07233200350000	750 Sundahl Dr	SF	R-1-M	0.27	4	1	3	1			1	
07233200370000	758 Sundahl Dr	SF	R-1-M	0.23	4	1	3	1			1	
07233200390000	1989 Ritchie St	SF	R-1-M	0.26	4	1	3	1			1	
07233200430000	707 Townsend Ct	SF	R-1-M	0.36	4	1	3	1			1	
07233200440000	703 Townsend Ct	SF	R-1-M	0.45	4	2	3	1			1	
07233200450000	699 Townsend Ct	SF	R-1-M	0.35	4	1	3	1			1	

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Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acreage	Maximum Allowed Residential Density	Maximum Units	Expected Density	Total Number of Units	Lower Income Units	Moderate-Income Units	Above Moderate-Income Units	Notes
07233200460000	700 Townsend Ct	SF	R-1-M	0.43	4	2	3	1			1	
07233200470000	704 Townsend Ct	SF	R-1-M	0.41	4	2	3	1			1	
07233200480000	708 Townsend Ct	SF	R-1-M	0.39	4	2	3	1			1	
07233200490000	712 Townsend Ct	SF	R-1-M	0.37	4	1	3	1			1	
07233200500000	716 Townsend Ct	SF	R-1-M	0.35	4	1	3	1			1	
07233200510000	720 Townsend Ct	SF	R-1-M	0.35	4	1	3	1			1	
07233200520000	724 Townsend Ct	SF	R-1-M	0.31	4	1	3	1			1	
07233200530000	728 Townsend Ct	SF	R-1-M	0.29	4	1	3	1			1	
07233200560000	734 Sundahl Dr	SF	R-1-M	0.25	4	1	3	1			1	
07233200570000	1981 Ritchie St	SF	R-1-M	0.30	4	1	3	1			1	
07233200580000	719 Townsend Ct	SF	R-1-M	0.39	4	2	3	1			1	
07233200590000	715 Townsend Ct	SF	R-1-M	0.32	4	1	3	1			1	
07233200600000	711 Townsend Ct	SF	R-1-M	0.34	4	1	3	1			1	
07233200610000	722 Sundahl Dr	SF	R-1-M	0.26	4	1	3	1			1	
07233200620000	726 Sundahl Dr	SF	R-1-M	0.25	4	1	3	1			1	
07233200630000	730 Sundahl Dr	SF	R-1-M	0.24	4	1	3	1			1	
07233300020000	695 Townsend Ct	SF	R-1-M	0.36	4	1	3	1			1	
07233300030000	691 Townsend Ct	SF	R-1-M	0.37	4	1	3	1			1	
07233300040000	687 Townsend Ct	SF	R-1-M	0.41	4	2	3	1			1	
07233300050000	683 Townsend Ct	SF	R-1-M	0.44	4	2	3	1			1	
07233300060000	679 Townsend Ct	SF	R-1-M	0.50	4	2	3	1			1	
07233300070000	675 Townsend Ct	SF	R-1-M	0.51	4	2	3	1			1	
07233300080000	671 Townsend Ct	SF	R-1-M	0.59	4	2	3	1			1	
07233300090000	667 Townsend Ct	SF	R-1-M	0.58	4	2	3	1			1	
07233300100000	663 Townsend Ct	SF	R-1-M	0.55	4	2	3	1			1	
07233300110000	659 Townsend Ct	SF	R-1-M	0.61	4	2	3	1			1	
07233300120000	655 Townsend Ct	SF	R-1-M	0.66	4	3	3	1			1	
07233300130000	651 Townsend Ct	SF	R-1-M	0.80	4	3	3	1			1	
07233300140000	640 Townsend Ct	SF	R-1-M	0.37	4	1	3	1			1	
07233300150000	644 Townsend Ct	SF	R-1-M	0.35	4	1	3	1			1	
07233300160000	648 Townsend Ct	SF	R-1-M	0.41	4	2	3	1			1	
07233300170000	652 Townsend Ct	SF	R-1-M	0.46	4	2	3	1			1	
07233300180000	656 Townsend Ct	SF	R-1-M	0.51	4	2	3	1			1	
07233300190000	660 Townsend Ct	SF	R-1-M	0.54	4	2	3	1			1	
07233300200000	664 Townsend Ct	SF	R-1-M	0.53	4	2	3	1			1	
07233300210000	668 Townsend Ct	SF	R-1-M	0.47	4	2	3	1			1	
07233300220000	672 Townsend Ct	SF	R-1-M	0.48	4	2	3	1			1	
07233300230000	676 Townsend Ct	SF	R-1-M	0.51	4	2	3	1			1	
07233300240000	680 Townsend Ct	SF	R-1-M	0.51	4	2	3	1			1	

TABLE C.1-1: VACANT AND UNDERUTILIZED RESIDENTIAL LAND INVENTORY, CITY OF FOLSOM

Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acreage	Maximum Allowed Residential Density	Maximum Units	Expected Density	Total Number of Units	Lower Income Units	Moderate-Income Units	Above Moderate-Income Units	Notes
07233300250000	684 Townsend Ct	SF	R-1-M	0.52	4	2	3	1			1	
07233300260000	688 Townsend Ct	SF	R-1-M	0.54	4	2	3	1			1	
07233300270000	692 Townsend Ct	SF	R-1-M	0.52	4	2	3	1			1	
07233300280000	696 Townsend Ct	SF	R-1-M	0.50	4	2	3	1			1	
21300600210000*	9549 Orangevale Ave	SF	R-1-L	3.97	4	16	0	0				0 units included due to severe slope and access constraints
21300710060000*	7071 Folsom Auburn Rd	MHD	R-4	1.89	30	57	27	51	51			Choi Property on Folsom Auburn – Water infrastructure is not currently available; however, the City has planned infrastructure improvements to construct a water supply main in 2021.
21302810120000*	6775 Folsom Auburn Rd	SF	R-1-ML	0.99	4	4	3	1			1	
21302810170000	Folsom-Auburn Rd	SF	R-1-ML	0.62	4	2	3	1			1	
21302820480000	Burma Rd	SF	R-1-L	0.31	4	1	3	1			1	
21304010020000	7057 Pine View Dr	SF	R-1-ML	0.51	4	2	3	1			1	
21305800340000*	Folsom-Auburn Rd	SF	R-1-L	2.16	4	9	3	1			1	
21305800350000	Folsom-Auburn Rd	SF	R-1-L	0.47	4	2	3	1			1	
21306100060000	185 Sunrock Dr	SF	R-1-L	0.65	4	3	3	1			1	
21306500320000	6969 Oak Ave	SF	R-1-ML	0.52	4	2	3	1			1	
21308300130000	206 Gainsborough Cir	SF	R-1-ML	0.48	4	2	3	1			1	
21309800190000	Simmons Way	SF	R-1-ML	0.59	4	2	3	1			1	
21309800230000	Oak Av Pkwy	SF	R-1-ML	0.39	4	2	3	1			1	
21310000020000	Del Norte Vista Way	SF	R-1-M	0.24	4	1	3	1			1	
21310000040000	Del Norte Vst Ct	SF	R-1-M	0.28	4	1	3	1			1	
21310000120000	Del Norte Vista Way	SF	R-1-M	0.30	4	1	3	1			1	
22300500640000*	Prospector Ct	SF	R-1-M PD	9.64	4	39	3	31			31	
22301220530000	9520 Orangevale Ave	SF	OSC	0.34	4	1	3	1			1	
22305000190000	River Bend Ct	SF	R-1-ML	0.51	4	2	3	1			1	
22305000560000	1121 River Bend Ct	SF	R-1-ML	0.30	4	1	3	1			1	
22305500660000	9515 Orangevale Ave	SF	R-1-ML	0.47	4	2	3	1			1	
22702010020000	9848 Mosswood Cir	SF	R-1-L	0.47	4	2	3	1			1	
22702210290000*	Inwood Rd	SF	R-1-M	0.89	4	4	3	1			1	
22702300370000*	Baldwin Dam Rd	SF	R-1-M	2.01	4	8	3	1			1	
22703000060000	108 Rainbow Lakes Ct	SF	R-1-ML	0.61	4	2	3	1			1	
22703100030000	142 American River Canyon Dr	SF	R-1-ML	0.33	4	1	3	1			1	
22703100390000	109 Buckner Ct	SF	OSC	0.30	4	1	3	1			1	
227033000680000	148 Lost Creek Dr	SF	R-1-ML	0.21	4	1	3	1			1	
22703700020000	237 Cascade Falls Dr	SF	OSC	0.35	4	1	3	1			1	
22703700380000	209 American River Canyon Dr	SF	R-1-ML	0.28	4	1	3	1			1	
22704100380000	340 Canyon Falls Dr	SF	R-1-ML	0.34	4	1	3	1			1	
22704200070000	324 Canyon Falls Dr	SF	R-1-ML	0.26	4	1	3	1			1	
22704700010000*	119 Flat Rock Dr	SF	R-1-ML	0.85	4	3	3	1			1	
22704700220000	109 Flat Rock Dr	SF	R-1-ML	0.26	4	1	3	1			1	

Attachment C-1: Vacant and Underutilized Residential Land Inventory

TABLE C.1-1: VACANT AND UNDERUTILIZED RESIDENTIAL LAND INVENTORY, CITY OF FOLSOM												
Assessor Parcel Number (APN)	Address	Land Use Designation	Zoning Designation	Acreage	Maximum Allowed Residential Density	Maximum Units	Expected Density	Total Number of Units	Lower Income Units	Moderate-Income Units	Above Moderate-Income Units	Notes
22704700290000	122 Flat Rock Dr	SF	R-1-ML	0.27	4	1	3	1			1	
22704700300000	126 Flat Rock Dr	SF	R-1-ML	0.53	4	2	3	1			1	
22705100080000	107 Valley Falls Pl	SF	R-1-ML	0.35	4	1	3	1			1	
22705400210000	116 Obsidian Cliff Ct	SF	R-1-ML	0.63	4	3	3	1			1	
22705600020000	145 Kettle Rock Ct	SF	R-1-ML	0.32	4	1	3	1			1	
22705600050000	140 Flat Rock Ct	SF	R-1-ML	0.43	4	2	3	1			1	
22705600220000	149 Flat Rock Ct	SF	R-1-ML	0.26	4	1	3	1			1	
22705600280000	154 Flat Rock Ct	SF	R-1-ML	0.36	4	1	3	1			1	
22705700020000	164 Temperence River Ct	SF	R-1-ML	0.33	4	1	3	1			1	
22705700030000	160 Temperence River Ct	SF	R-1-ML	0.31	4	1	3	1			1	
22705700180000	163 Red Ridge Ct	SF	A-1-A	0.41	4	2	3	1			1	
22705900110000	517 Fort Rock Ct	SF	R-1-ML	0.69	4	3	3	1			1	
22706000060000	624 Landrise Ct	SF	R-1-ML	0.40	4	2	3	1			1	
22706000110000	621 Landrise Ct	SF	R-1-ML	0.43	4	2	3	1			1	
22706000120000	617 Landrise Ct	SF	R-1-ML	0.55	4	2	3	1			1	
22706000200000	614 Broken Top Ct	SF	R-1-ML	0.40	4	2	3	1			1	
22706100030000	90 Cascade Falls Dr	SF	R-1-ML	0.44	4	2	3	1			1	
22706100080000	667 Avalanche Peak	SF	R-1-ML	0.83	4	3	3	1			1	
22706100120000	683 Avalanche Peak	SF	R-1-ML	0.57	4	2	3	1			1	
22706100140000	1518 Snowy Range Ct	SF	R-1-ML	0.40	4	2	3	1			1	
22706100250000	98 Cascade Falls Dr	SF	R-1-ML	0.81	4	3	3	1			1	
22706100260000	94 Cascade Falls Dr	SF	R-1-ML	0.66	4	3	3	1			1	
07202701240000	2800 Iron Point Rd	MHD	R-4	11.52	30	346	18	207	207			Elliot - Iron Point Site. Steeply Sloped, Large site - Inventory assumes development at 60 percent of maximum allowed density (207 units) consistent with the 5th planning cycle.
072-1170-113	Iron Point Road / Empire Ranch Road	RCC	SP 92-3	11.50	30	345	27	217	217			Total site size is 19.25 acres, of which 11.5 acres are developable. Proposed specific plan amendment to expand the Regional Commercial Center (RCC) land use designation to allow for multifamily residential as a permitted use, in conjunction with housing element adoption. Based on property owner input, we assume that 70 percent of the developable portion or 8 acres of the site would be developed as multifamily residential.
07101900760000	Coloma St	MHD	R-3	0.58	30	17	27	16	16			City owned on Riley
Total Additional Sites				172.15		1,361		835	491	7	337	
Grand Total Vacant and Underutilized Site Capacity				1,039.42				8,419	3,216	2,666	2,537	

*Vacant site included in two consecutive previous planning periods (4th and 5th cycle inventories) or underutilized site identified in the 5th cycle sites inventory. Per Housing Element Policy H-3.7, the City will allow developments that include at least 20 percent affordable units by-right.

Source: Ascent, 2020; City of Folsom, 2020

ATTACHMENT C.2

HIGH DENSITY RESIDENTIAL
SITE CAPACITY PROFILES

Overview

This appendix includes site profiles for each vacant or underutilized site identified in the inventory that is designated for multifamily high density development or mixed use development allowing residential densities up to 30 units per acre.

A profile is provided for each site indicating the assessor parcel number (APN), address, general plan land use designation, zoning, allowed density, floor-area-ratio (FAR), size, applicable height limit, and existing use. The profile indicates whether the site was identified in previous housing elements. In addition, the profile provides an evaluation of vacant sites based on the California Tax Credit Allocation Committee (TCAC) funding criteria. A TCAC evaluation was not completed for underutilized sites or for sites located within the Folsom Plan Area Specific Plan as the plan area is largely undeveloped at this time. Services, including parks and schools, are planned for the plan area. The profile also includes a site description, access to utilities or infrastructure, environmental constraints, and an analysis of realistic unit capacity.

Please note:



Vacant sites identified in the 4th and 5th housing element cycles or non-vacant sites identified in the 5th housing element cycle will allow housing developments including 20 percent or more affordable housing units by-right. The table identifies these sites with a ✓ (check mark) indicating they were previously identified or a × (cross mark) indicating they were not previously identified.

TCAC evaluation estimate points earned by each site are based on walking distance toward 9 categories of amenity, ✓ (green check mark) indicates full credit is given, ✓ (orange check mark) indicates partial credit is given, and × (red cross mark) indicates no credit is given.



Access to Utilities is proximate availability of water, sewer, storm drain, and dry utilities at each site. (E) indicates there's existing utility access, (P) indicates there's planned utility development in the 8-year period, and (N) indicates no utility access. The timeframe for completion of planned utility development is shown in years from the start of the planning period (2021).

EAST BIDWELL CORRIDOR SITES

Folsom Cordova Unified School District Site



			
APN(s):	071-019-0093	Address:	955 Riley Street
General Plan:	Mixed Use / East Bidwell Mixed Use Overlay	Zoning:	MU
Density:	20-30 du/ac	FAR:	0.5 – 1.5
Site Size:	2.94 acres	Height Limit:	50 feet (up to four stories)
Max. Capacity:	88 units	Inventoried Capacity:	79 units
Existing Use:	Underutilized – Folsom Lake High School	Included in Previous Housing Elements?	<ul style="list-style-type: none"> ✘ 5th Cycle ✘ 4th Cycle Projects containing a minimum of 20% affordable housing will be allowed by right. See Housing Element Policy H-3.7.
TCAC Evaluation:	<ul style="list-style-type: none"> ✓ Transit ✓ Public Park ✓ Public Library 	<ul style="list-style-type: none"> ✓ Grocery Store/Farmer’s market ✓ Public School ✘ Senior Developments 	<ul style="list-style-type: none"> ✘ Special Needs Development ✓ Medical Clinic/Hospital ✓ Pharmacy
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	The site is owned by Folsom Cordova Unified School District and is located on Riley Street near existing shopping and employment centers. A SacRT bus stop is located directly in front of the site on Riley Street and Sutter Middle School is located approximately 500 feet north of the site. The southeastern portion of the site is currently developed as Folsom Lake High School and the northwestern portion of the site is developed as a parking lot. The school district has expressed an intent to sell their property and would provide first right of refusal to affordable housing developers in accordance with Government Code Section 54222.		
Environmental Constraints:	The site has been previously developed, has flat topography, little to moderate fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains.		

300 E. Bidwell St; 314 E. Bidwell St; 320 E. Bidwell St; 330 E. Bidwell St


	
APN(s): 071-0082-017; 071-0082-016; 071-0082-015; 071-0082-012	Address: 300 E. Bidwell St; 314 E. Bidwell St; 320 E. Bidwell St; 330 E. Bidwell St
General Plan: Community Commercial / East Bidwell Mixed Use Overlay	Zoning: C-2
Density: 20-30 du/ac	FAR: 0.5-1.5
Site Size: 1.99 acres	Height Limit: 50 feet (up to four stories)
Max. Capacity: 59 units	Inventoried Capacity: 13 units
Existing Use: Single-story strip mall with parking	Included in Previous Housing Elements? * 5th Cycle * 4th Cycle
Access to Utilities: (E) Water (E) Sewer (E) Storm Drains (E) Dry Utilities	
Site Description:	<p>This site is a corner parcel located at the intersection of Coloma St and E Bidwell St. The closest bus stop is 0.2 miles away, and the nearest grocery store is 0.4 miles away from the site. It is located within easy walking distance of Sutter Middle School. It is currently being used as a single-story strip mall with approximately 120 parking spaces. The buildings were constructed between 1952-1959. Approximately 60% of the site is occupied by buildings. Based on the age of buildings, market trends, and low improvement values, redevelopment could occur during the planning period. Redevelopment of the site for multi-family development would likely require a lot consolidation of the four existing parcels in the same block.</p>
Environmental Constraints:	<p>The site topography is flat, has little to moderate fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains.</p>

Attachment C.2: High Density Residential Site Capacity Profiles

402 E. Bidwell St; 404 Bidwell St; 412 Bidwell St



			
APN(s):	071-0083-012; 071-0083-011; 071-0083-010	Address:	402 E. Bidwell St; 404 E. Bidwell St; 412 E. Bidwell St
General Plan:	Community Commercial / East Bidwell Mixed Use Overlay	Zoning:	C-2
Density:	20-30 du/ac	FAR:	0.5-1.5
Site Size:	1.66 acres	Height Limit:	50 feet (up to four stories)
Max. Capacity:	49 units	Inventoried Capacity:	11 units
Existing Use:	Single story strip mall and parking lot	Included in Previous Housing Elements?	<ul style="list-style-type: none"> * 5th Cycle * 4th Cycle
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	<p>This site is located west of Market St and north of E Bidwell St. The closest bus stop and grocery store are approximately 0.4 miles away from the site. It is currently being used as a strip mall with 12 operating businesses, and there are approximately 100 parking space on site. The majority of the buildings were constructed between 1959-1960, and the restaurant building was constructed in 1978. Approximately 32% of the site is occupied by buildings, and the land value is slightly higher than the improvement value. Based on the age of buildings, market trends, and low improvement values, redevelopment could occur during the planning period. Redevelopment of the site for multi-family development would likely require a lot consolidation of the three existing parcels in the same block.</p>		
Environmental Constraints:	<p>Any disturbance to protected trees such as street trees, parking lot shading trees or native oak trees located on site must comply with the City's Tree Preservation Ordinance. The site topography is flat, has little to moderate fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains.</p>		

511 E. Bidwell St



			
APN(s):	071-0190-048 (portion of parcel); 071-0320-026	Address:	511 E. Bidwell St
General Plan:	Community Commercial / East Bidwell Mixed Use Overlay	Zoning:	C-2
Density:	20-30 du/wac	FAR:	0.5-1.5
Site Size:	3.58 acres (developable portion is 1.6 acres)	Height Limit:	50 feet (up to four stories)
Max. Capacity:	48 units	Inventoried Capacity:	11 units
Existing Use:	Vacant land and parking behind Folsom Lake Bowling	Included in Previous Housing Elements?	✗ 5 th Cycle ✗ 4 th Cycle
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	This site is located west of Glenn Dr and south of E Bidwell St. The closest bus stop and grocery store are approximately 0.3 miles away from the site. It is currently being used as parking lot for bowling alley and barbershop. There are approximately 1.6 acres of vacant land and parking lot space in two parcels. Based on the market trends and low improvement values, redevelopment could occur during the planning period.		
Environmental Constraints:	Any disturbance to protected trees such as street trees, parking lot shading trees or native oak trees located on site must comply with the City's Tree Preservation Ordinance. The site topography is flat, has little to moderate fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains.		

Attachment C.2: High Density Residential Site Capacity Profiles

616 E. Bidwell St



			
APN(s):	071-0360-013	Address:	616 E. Bidwell St
General Plan:	Community Commercial / East Bidwell Mixed Use Overlay	Zoning:	C-2
Density:	20-30 du/ac	FAR:	0.5-1.5
Site Size:	1.41 acres	Height Limit:	50 feet (up to four stories)
Max. Capacity:	42 units	Inventoried Capacity:	10 units
Existing Use:	Thrift Store with large parking lot	Included in Previous Housing Elements?	✗ 5 th Cycle ✗ 4 th Cycle
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	This site is located west of Glenn Dr and north of E Bidwell St. The closest bus stop and grocery store are approximately 0.15 miles from the site. It is currently being used as a thrift store with a large parking lot. The building was constructed in 1961. Approximately 21% of the site is occupied by buildings. Based on the age of buildings, market trends, and current tenant improvement values, redevelopment could occur during the planning period.		
Environmental Constraints:	The site topography is flat, has little to moderate fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains.		

Creekside Sites



			
APN(s):	071-0040-161; 071-0040-162; 071-0040-163	Address:	1571 Creekside Drive – 1599 Creekside Drive
General Plan:	Professional/Office / East Bidwell Mixed Use Overlay	Zoning:	BP
Density:	20-30 du/ac	FAR:	n/a
Site Size:	7.71 acres	Height Limit:	50 feet (up to four stories)
Max. Capacity:	231 units	Inventoried Capacity:	150 units
Existing Use:	Vacant	Included in Previous Housing Elements?	✗ 5 th Cycle ✗ 4 th Cycle
TCAC Evaluation:	✓ Transit ✗ Public Park ✗ Public Library	✓ Grocery Store/Farmer’s market ✓ Public School ✗ Senior Developments	✗ Special Needs Development ✓ Medical Clinic/Hospital ✓ Pharmacy
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	This site is located northeast of the intersection of East Bidwell St and Blue Ravine Rd, near Mercy Hospital of Folsom. The nearest bus stop is located approximately 200 feet east of the site. The site is adjacent to professional offices, and the closest grocery store and pharmacy are within 0.5 mile from this site. An affordable housing developer has proposed a 150-unit affordable housing project on the site. The City is anticipating submittal of the application.		
Environmental Constraints:	Any disturbance to the on-site native oak trees must comply with the City’s Tree Preservation Ordinance. Existing dredge tailings, slickens deposits, and high-water table provide challenges to construction of the site. The site is moderately sloped, decreasing in elevation from east to west, has moderate to high fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains		

Attachment C.2: High Density Residential Site Capacity Profiles

790 Hana Way



			
APN(s):	072-0031-024	Address:	790 Hana Way
General Plan:	Professional/Office / East Bidwell Mixed Use Overlay	Zoning:	BP
Density:	20-30 du/ac	FAR:	n/a
Site Size:	2.43 acres	Height Limit:	50 feet (up to four stories)
Max. Capacity:	72 units	Inventoried Capacity:	66 units
Existing Use:	Vacant	Included in Previous Housing Elements?	<ul style="list-style-type: none"> ✗ 5th Cycle ✗ 4th Cycle
TCAC Evaluation:	<ul style="list-style-type: none"> <li style="width: 25%;">✓ Transit <li style="width: 25%;">✓ Grocery Store/Farmer's market <li style="width: 25%;">✗ Special Needs Development <li style="width: 25%;">✗ Public Park <li style="width: 25%;">✓ Public School <li style="width: 25%;">✓ Medical Clinic/Hospital <li style="width: 25%;">✗ Public Library <li style="width: 25%;">✗ Senior Developments <li style="width: 25%;">✓ Pharmacy 		
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	This site is located at northeast of the interaction of East Bidwell St and Blue Ravine Rd, next to Mercy Hospital of Folsom. The nearest bus stop is approximately 0.5 mile away north of the site. It's adjacent to professional offices, various grocery stores and pharmacies are within 1 mile from this site.		
Environmental Constraints:	Any disturbance to the on-site native oak trees must comply with the City's Tree Preservation Ordinance. The site is moderately sloped, decreasing in elevation from east to west, has little to moderate fire risk, and is inside of the 100- and 500-year floodplains.		

Oak Avenue Parkway Sites



	
APN(s): 072-1310-012; 072-1310-011 (portion of parcel); 072-1310-010 (portion of parcel)	Address: 701 Oak Avenue Parkway; 741 Oak Avenue Parkway; 731 Oak Avenue Parkway
General Plan: Professional/Office / East Bidwell Mixed Use Overlay	Zoning: BP
Density: 20-30 du/ac	FAR: n/a
Site Size: Total site (three parcels) is 13.47 acres; Developable portion is estimated to be about 7.38 acres	Height Limit: 50 feet (up to four stories)
Max. Capacity: 221 units	Inventoried Capacity: 199 units
Existing Use: Parking lot for adjacent Lakeside Church and overhead powerlines.	Included in Previous Housing Elements? <ul style="list-style-type: none"> ✘ 5th Cycle ✘ 4th Cycle
Access to Utilities: (E) Water (E) Sewer (E) Storm Drains (E) Dry Utilities	
Site Description: This site, located within the East Bidwell Corridor, is adjacent to the existing Lakeside Church. Portions of the parcels include a parking lot and overhead powerlines. Approximately 7 acres of the site are vacant and are not constrained by overhead powerlines. A SacRT bus stop is located less than 0.1 mile away from the site, and the nearest major grocery store is approximately 1 mile away.	
Environmental Constraints: The site is moderately sloped, has low fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains.	

Attachment C.2: High Density Residential Site Capacity Profiles

100 Scholar Way



			
APN(s):	072-0270-023 (portion of parcel)	Address:	100 Scholar Way
General Plan:	Public and Quasi-Public Facility / East Bidwell Mixed Use Overlay	Zoning:	A-1-A
Density:	20-30 du/ac	FAR:	0.5-1.5
Site Size:	Total parcel is 151.14 acres; Developable portion is estimated to be about 5.8 acres	Height Limit:	30 feet (up to two stories)
Max. Capacity:	174 units	Inventoried Capacity:	157 units
Existing Use:	Vacant Land surrounding Folsom Lake College	Included in Previous Housing Elements?	<ul style="list-style-type: none"> ✗ 5th Cycle ✗ 4th Cycle
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	<p>This site, located within the East Bidwell Corridor, sits at the entrance to Folsom Lake College. College Parkway, the entrance road to the college, bisects the parcel. The site also contains a sign and electronic billboard advertising the Harris Center. The site has approximately 6 acres of developable land to the northwest of College Parkway and the Harris Center signage. According to conversations with College staff, the College Master Plan currently identifies this area as potential parking; however, the College is open to discussions of other potential uses on this site, including housing. A SacRT bus stop is located less than 0.1 mile away from the site, and the nearest grocery store is approximately 0.5 miles away. There is no existing infrastructure on the site; however, access to sewer, water, storm drains, and dry utilities are available along E. Bidwell St.</p>		
Environmental Constraints:	<p>The site is moderately sloped, with decreasing elevation from north to south, has moderate to high fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains.</p>		
Analysis of Realistic Unit Capacity:	<p>Based on the site characteristics, market trends and existing college, the remaining developable portion of the site, 5.8 acres, is anticipated for residential development at 90 percent of the maximum allowed density, 27 units per acre. Therefore, the realistic capacity of the site would be 157 units.</p>		

Cavitt – E Bidwell

			
APN(s):	072-0270-155	Address:	1565 Cavitt Drive
General Plan:	Community Commercial	Zoning:	C-2 (SP 95-1)
Density:	20-30 du/ac	FAR:	n/a
Site Size:	37.18 acres (10 acres included in inventory)	Height Limit:	50 feet (up to four stories)
Max. Capacity:	300 units	Inventoried Capacity:	270 units
Existing Use:	Vacant	Included in Previous Housing Elements?	<ul style="list-style-type: none"> ✗ 5th Cycle ✗ 4th Cycle
TCAC Evaluation:	<ul style="list-style-type: none"> ✓ Transit ✓ Public Park ✗ Public Library 	<ul style="list-style-type: none"> ✓ Grocery Store/Farmer's market ✓ Public School ✗ Senior Developments 	<ul style="list-style-type: none"> ✗ Special Needs Development ✗ Medical Clinic/Hospital ✓ Pharmacy
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	<p>This site is located at E Bidwell street between Broadstone Parkway and Iron Point Road. Two SacRT bus stops are accessible within ¼ mile from the site. Single family residences are located east of the site, and commercial uses are located south and west of the site. Whole Foods Market and Bel Air are less than ¼ mile from this site. This is a large site with 37 acres; however, the property owner indicated interest in residential development on a portion of the site. Multifamily residential development is assumed for 10 acres of the site.</p>		
Environmental Constraints:	<p>Any disturbance to the on-site native oak trees must comply with the City's Tree Preservation Ordinance. The site is moderately sloped, decreasing in elevation from east to west, has moderate to high fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains</p>		



Attachment C.2: High Density Residential Site Capacity Profiles

285 Palladio Parkway

			
APN(s):	072-1190-128; 072-1190-129; 072-1190-130	Address:	Broadstone Pkwy; 2376 Iron Point Rd; 285 Palladio Pkwy
General Plan:	Regional Commercial Center / East Bidwell Mixed Use Overlay	Zoning:	C-3 PD
Density:	20-30 du/ac	FAR:	0.5-1.5
Site Size:	Total acreage of three parcels is 43.99 acres (10 acres included in inventory)	Height Limit:	50 feet (up to four stories)
Max. Capacity:	300 units	Inventoried Capacity:	270 units
Existing Use:	Vacant Land next to Kaiser Surgery Center	Included in Previous Housing Elements?	<ul style="list-style-type: none"> ✗ 5th Cycle ✗ 4th Cycle
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	<p>The Kaiser Surgery Center site includes three parcels, of which only a small portion (approximately 6 acres) has been developed. The remaining 38 acres are vacant. This site is located at the intersection of Palladio Pkwy and Iron Point Rd. There are two bus stops located 0.1 mile away from the site, and the closest grocery store is 0.3 miles away from this site. The Kaiser Surgery Center Building was constructed in 2009 and is expected to remain on the site. Approximately 14% of the site is occupied by buildings and parking. Based on the site characteristics, market trends and existing commercial use, approximately 10 acres of the site is anticipated for residential development.</p>		
Environmental Constraints:	<p>The site topography is flat, has moderate to high fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains.</p>		



TRANSIT PRIORITY AREA SITES

Leidesdorff Sites

	
<p>APN(s): 070-0042-002; 070-0046-024; 070-0046-026</p>	<p>Address: 1118 Sutter Street; 1108 Sutter Street; Leidesdorff Street</p>
<p>General Plan: Historic Folsom Mixed Use</p>	<p>Zoning: Historic District, HD</p>
<p>Density: 20-30 du/ac</p>	<p>FAR: 0.5 – 2.0 FAR</p>
<p>Site Size: 2.64 acres</p>	<p>Height Limit: 35 feet for APNs 070-0046-024 and 070-0046-026; 50 feet for APN 070-0042-002</p>
<p>Max. Capacity: 79 units</p>	<p>Inventoried Capacity: 71 units</p>
<p>Existing Use: Vacant</p>	<p>Included in Previous Housing Elements? <input checked="" type="checkbox"/> 5th Cycle <input checked="" type="checkbox"/> 4th Cycle Projects containing a minimum of 20% affordable housing will be allowed by right. See Housing Element Policy H-3.7.</p>
<p>TCAC Evaluation: <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Grocery Store/Farmer's market <input checked="" type="checkbox"/> Public Park <input checked="" type="checkbox"/> Public School <input checked="" type="checkbox"/> Public Library <input checked="" type="checkbox"/> Senior Developments <input checked="" type="checkbox"/> Special Needs Development <input checked="" type="checkbox"/> Medical Clinic/Hospital <input checked="" type="checkbox"/> Pharmacy</p>	
<p>Access to Utilities: (E) Water (E) Sewer (E) Storm Drains (E) Dry Utilities</p>	
<p>Site Description: The Leidesdorff site is in the Historic District on the west side of Folsom Boulevard, near existing retail and office uses on Sutter Street and within one-quarter mile of the Historic Folsom Light Rail Station. The City's corporation yard is located directly north of the site. The site currently consists of four parcels that would be consolidated. The Historic Folsom Mixed Use designation allows both residential (including stand-alone residential) and commercial uses. Development would be subject to Historic District Commission Design Review.</p>	
<p>Environmental Constraints: Any disturbance to the on-site native oak trees must comply with the City's Tree Preservation Ordinance. The site has moderate to high fire risk, does not include wetlands, and is outside of the 100- or 500-year floodplain. The site is primarily flat with minimal elevation changes of 1-3 feet.</p>	



Attachment C.2: High Density Residential Site Capacity Profiles

Glenn Station Site

			
APN(s):	071-0020-078	Address:	1025 Glenn Drive
General Plan:	Multifamily High Density	Zoning:	R-4 – General Apartment
Density:	20-30 du/ac	FAR:	n/a
Site Size:	2.73 acres	Height Limit:	50 feet (up to four stories)
Max. Capacity:	81 units	Inventoried Capacity:	74 units
Existing Use:	Parking Lot	Included in Previous Housing Elements?	✓ 5 th Cycle ✓ 4 th Cycle Projects containing a minimum of 20% affordable housing will be allowed by right. See Housing Element Policy H-3.7.
TCAC Evaluation:	✓ Transit ✗ Public Park ✗ Public Library	✓ Grocery Store/Farmer’s market ✗ Public School ✗ Senior Developments	✗ Special Needs Development ✗ Medical Clinic/Hospital ✗ Pharmacy
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	The site is owned by the City and is currently used as a park & ride for the adjacent Glenn SacRT Light Rail Station, located on the corner of Glenn Drive and Folsom Boulevard. It is adjacent to professional offices, approximately 500 feet from Kikkoman Foods, Inc., and approximately 1 mile from schools.		
Environmental Constraints:	The site has been previously developed and is currently used as a parking lot. Any disturbance to the on-site native oak trees must comply with the City’s Tree Preservation Ordinance. The site is flat, has moderate to high fire risk, and does not include wetlands. The site is not located within a special flood hazard area or 100-year floodplain but the site is within the 500-year floodplain and presents moderate flood hazards.		



FOLSOM PLAN AREA SPECIFIC PLAN SITES

FPASP MHD 16 Site

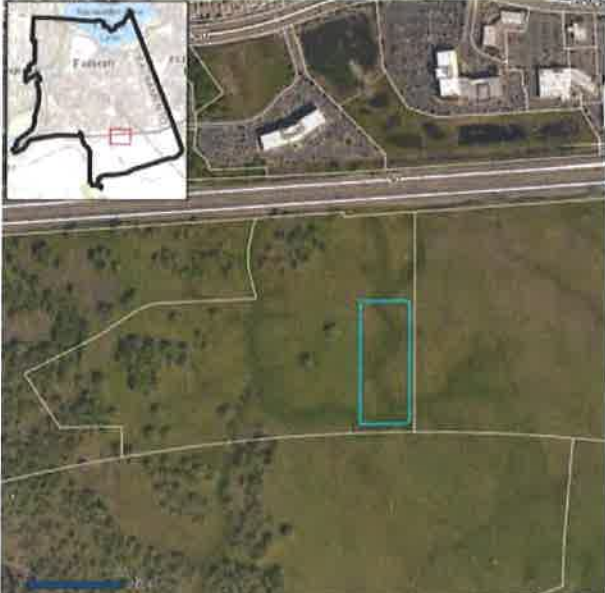

	
<p>APN(s): portion of 072-0060-090</p>	<p>Address: Prairie City Rd between White Rock Rd and Mangini Pkwy</p>
<p>General Plan: Multifamily High Density</p>	<p>Zoning: SP-MHD</p>
<p>Density: 20-30 du/ac</p>	<p>FAR: n/a</p>
<p>Site Size: 9.80 acres</p>	<p>Height Limit: 50 feet</p>
<p>Existing Use: Vacant</p>	<p>Included in Previous Housing Elements? ✓ 5th Cycle ✗ 4th Cycle</p>
<p>Access to Utilities: (P 4-8 yrs) Water (P 4-8 yrs) Sewer (P 4-8 yrs) Storm Drains (P 4-8 yrs) Dry Utilities</p>	
<p>Site Description: The site is located in the southwest portion of the Folsom Plan Area Specific Plan. The surrounding area is currently undeveloped but is planned for a mix of residential and commercial uses, including two school sites within 0.75 miles. The development for Folsom Ranch High School is approximately 0.5 miles east of the site, and it's planned to open for the 2025/2026 school year.</p>	
<p>Environmental Constraints: The site is moderately sloped, has high fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site.</p>	
<p>Unit Capacity: Based on the allotted number of units identified in the Folsom Plan Area Specific Plan, the capacity of the sites would be 246 units.</p>	

Attachment C.2: High Density Residential Site Capacity Profiles

FPASP MHD 60 Site



			
APN(s):	portion of 072-3190-031	Address:	North of Alder Creek Parkway between E. Bidwell St. and Rowberry Rd.
General Plan:	Multifamily High Density	Zoning:	SP-MHD
Density:	20-30 du/ac	FAR:	n/a
Site Size:	7.70 acres	Height Limit:	50 feet
Existing Use:	Vacant	Included in Previous Housing Elements?	✓ 5 th Cycle ✗ 4 th Cycle
Access to Utilities:	(P 2-4 yrs) Water	(P 2-4 yrs) Sewer	(P 2-4 yrs) Storm Drains (P 2-4 yrs) Dry Utilities
Site Description:	The site is located in the northcentral portion of the Folsom Plan Area Specific Plan. The surrounding area is currently undeveloped but is planned for a mix of residential and commercial uses.		
Environmental Constraints:	The site is moderately sloped, has moderate to high fire risk, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site. A riverine follows the eastern boundary before crossing the southeastern portion of the site.		
Unit Capacity:	Based on the allotted number of units identified in the Folsom Plan Area Specific Plan, the capacity of the sites would be 192 units.		

FPASP MHD 64 Site

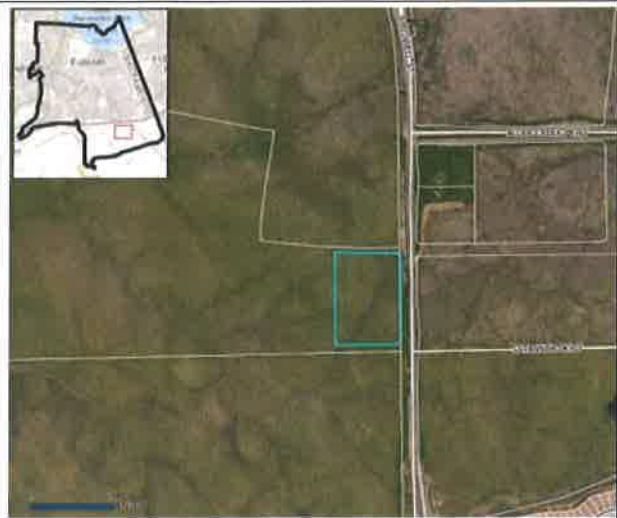

			
APN(s):	portion of 072-3190-031	Address:	North of Alder Creek Parkway between E. Bidwell St. and Rowberry Rd.
General Plan:	Multifamily High Density	Zoning:	SP-MHD
Density:	20-30 du/ac	FAR:	n/a
Site Size:	4.31 acres	Height Limit:	50 feet
Existing Use:	Vacant	Included in Previous Housing Elements?	<input checked="" type="checkbox"/> 5 th Cycle <input checked="" type="checkbox"/> 4 th Cycle
Access to Utilities:	(P 2-4 yrs) Water	(P 2-4 yrs) Sewer	(P 2-4 yrs) Storm Drains (P 2-4 yrs) Dry Utilities
Site Description:	The site is located in the northcentral portion of the Folsom Plan Area Specific Plan. The surrounding area is currently undeveloped but is planned for a mix of residential and commercial uses.		
Environmental Constraints:	The site is moderately sloped, has moderate to high fire risk, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site. A riverine crosses the site from north to south and from east to west on the southern portion of the site.		
Unit Capacity:	Based on the allotted number of units identified in the Folsom Plan Area Specific Plan, the capacity of the sites would be 108 units.		

Attachment C.2: High Density Residential Site Capacity Profiles

FPASP MHD 138 Site


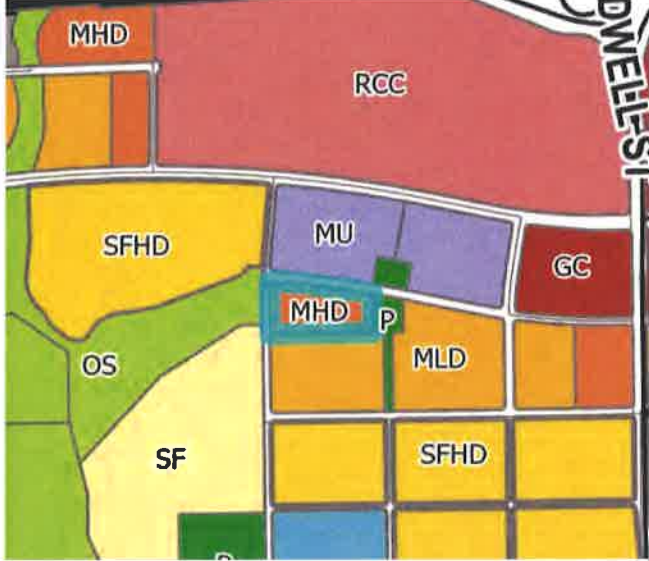
			
APN(s):	072-3380-005	Address:	White Rock Road, east of E. Bidwell St.
General Plan:	Multifamily High Density	Zoning:	SP-MHD
Density:	20-30 du/ac	FAR:	n/a
Site Size:	9.26 acres	Height Limit:	50 feet
Existing Use:	Vacant	Included in Previous Housing Elements?	✓ 5 th Cycle ✗ 4 th Cycle
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	The site is in the southcentral portion of the Folsom Plan Area Specific Plan and is included in Phase 1 of the Mangini Ranch Project. The surrounding area was recently developed as residential and an elementary school is currently (2020) under construction, approximately 0.4 miles northeast of the site. The City expects to receive an application for market rate housing in late 2020.		
Environmental Constraints:	The site is moderately sloped, has high fire risk, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site. A riverine crosses the southwest corner of the site.		
Unit Capacity:	Based on the allotted number of units identified in the Folsom Plan Area Specific Plan, the capacity of the sites would be 243 units.		

FPASP MHD 157 Site


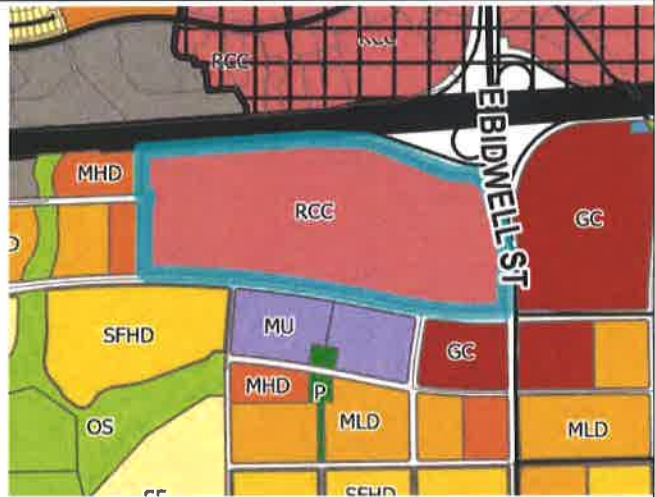
	
APN(s): Portion of 072-3190-034	Address: Northwest corner of E. Bidwell Street and Savannah Parkway.
General Plan: Multifamily High Density	Zoning: SP-MHD
Density: 20-30 du/ac	FAR: n/a
Site Size: 5.79 acres	Height Limit: 50 feet
Existing Use: Vacant	Included in Previous Housing Elements? <ul style="list-style-type: none"> ✓ 5th Cycle ✗ 4th Cycle
Access to Utilities: (P 2-4 yrs) Water (P 2-4 yrs) Sewer (P 2-4 yrs) Storm Drains (P 2-4 yrs) Dry Utilities	
Site Description:	<p>The site is in the central portion of the Folsom Plan Area Specific Plan. The area northeast of the site, across E. Bidwell Street is currently being developed as commercial and residential, while all other surrounding areas are still vacant.</p>
Environmental Constraints:	<p>The site is flat, has high fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site.</p>
Unit Capacity:	<p>Based on the allotted number of units identified in the adopted Folsom Plan Area Specific Plan, the capacity of the sites would be 145 units.</p>

Attachment C.2: High Density Residential Site Capacity Profiles

FPASP MHD 160A Site

			
APN(s):	Portion of 072-3190-034	Address:	West of E. Bidwell Street and South of Old Ranch Way.
General Plan:	Multifamily High Density	Zoning:	SP-MHD
Density:	20-30 du/ac	FAR:	n/a
Site Size:	5.82 acres	Height Limit:	50 feet
Existing Use:	Vacant	Included in Previous Housing Elements?	✓ 5 th Cycle ✗ 4 th Cycle
Access to Utilities:	(P 2-4 yrs) Water	(P 2-4 yrs) Sewer	(P 2-4 yrs) Storm Drains (P 2-4 yrs) Dry Utilities
Site Description:	The site is in the Town Center of the Folsom Plan Area Specific Plan. The surrounding areas are currently undeveloped but are planned for residential, mixed use, and park uses.		
Environmental Constraints:	The site is moderately sloped, has high fire risk, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site. A riverine wetland crosses the northwest corner of the site.		
Unit Capacity:	Based on the allotted number of units identified in the adopted Folsom Plan Area Specific Plan, the capacity of the sites would be 145 units.		

FPASP RC 61 Site


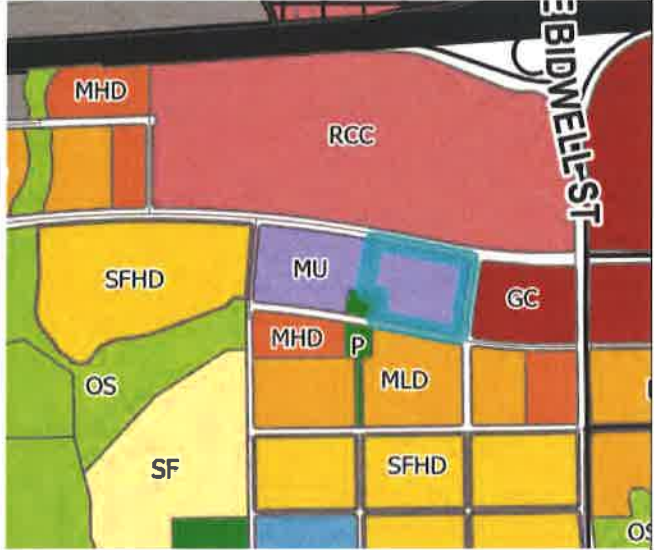
	
<p>APN(s): Portion of 072-3190-030</p>	<p>Address: Southwest of E. Bidwell Street / U.S. 50 interchange.</p>
<p>General Plan: Regional Center Commercial</p>	<p>Zoning: SP-RC (Specific Plan – Regional Commercial)</p>
<p>Density: Various – see below description</p>	<p>FAR: n/a</p>
<p>Site Size: 103.3 acres</p>	<p>Height Limit: 50 feet</p>
<p>Existing Use: Vacant</p>	<p>Included in Previous Housing Elements? × 5th Cycle × 4th Cycle</p>
<p>Access to Utilities: (P 2-4 yrs) Water (P 2-4 yrs) Sewer (P 2-4 yrs) Storm Drains (P 2-4 yrs) Dry Utilities</p>	
<p>Site Description: The site is a 103-acre regional commercial parcel in the northcentral portion of the Folsom Plan Area Specific Plan, near U.S. 50. The surrounding areas are currently undeveloped but are planned as the Town Center with a mix of residential, commercial, mixed use, and park. The site is also located along the proposed Alder Creek Parkway transit corridor. The specific plan requires that 9.2 acres and 223 dwelling units of multifamily high density be developed on this site. Per the Minor Administrative Modification to the Specific Plan, approved on March 17, 2020, 7.5 acres and 156 dwelling units of multifamily high density (20-30 units per acre); 9.9 acres and 198 units of multifamily medium density (12-20 units per acre); and 25 acres and 198 units of multifamily low density (7-12 units per acre) would be developed on this site.</p>	
<p>Environmental Constraints: The site is moderately sloped, has high fire risk, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site. A riverine crosses the southeastern corner of the site.</p>	
<p>Unit Capacity: Based on the Minor Administrative Modification, approved on March 17, 2020, the allotted number of units and capacity of the site would be 156 multifamily high density units, 198 multifamily medium density units; and 198 multifamily low density units.</p>	

Attachment C.2: High Density Residential Site Capacity Profiles

FPASP GC 85A Site



<p>APN(s): 072-3190-046</p>	<p>Address: E. Bidwell Street and Alder Creek Parkway</p>
<p>General Plan: General Commercial</p>	<p>Zoning: SP-GC (Specific Plan – General Commercial)</p>
<p>Density: 20-30 du/ac</p>	<p>FAR: n/a</p>
<p>Site Size: 6.5 acres</p>	<p>Height Limit: 50 feet</p>
<p>Existing Use: Vacant</p>	<p>Included in Previous Housing Elements?</p> <ul style="list-style-type: none"> ✘ 5th Cycle ✘ 4th Cycle
<p>Access to Utilities: (E) Water (E) Sewer (E) Storm Drains (E) Dry Utilities</p>	
<p>Site Description:</p>	<p>This parcel is in the northcentral portion of the Folsom Plan Area Specific Plan, near U.S. 50. The surrounding areas are currently undeveloped but are planned as the Town Center with a mix of residential, commercial, mixed use, and park. The site is also located along the proposed Alder Creek Parkway transit corridor. Per the Minor Administrative Modification to the Specific Plan, approved on March 17, 2020, 8.2 acres and 221 dwelling units of multifamily high density (20-30 units per acre) and 6.1 acres and 122 units of multifamily medium density (12-20 units per acre) would be developed on this site.</p>
<p>Environmental Constraints:</p>	<p>The site is moderately sloped, has high fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site.</p>
<p>Unit Capacity:</p>	<p>Based on the Minor Administrative Modification, approved on March 17, 2020, the allotted number of units and capacity of the site would be 221 multifamily high density units and 122 multifamily medium density units.</p>

FPASP MU 74 Site

			
APN(s):	A portion of 072-3190-034	Address:	West of E. Bidwell Street and south of Alder Creek Parkway
General Plan:	Mixed Use	Zoning:	SP-MU (Specific Plan – Mixed Use)
Density:	20-30 du/ac	FAR:	n/a
Site Size:	10 acres	Height Limit:	50 feet
Existing Use:	Vacant	Included in Previous Housing Elements?	✓ 5 th Cycle * 4 th Cycle
Access to Utilities:	(P 2-4 yrs) Water	(P 2-4 yrs) Sewer	(P 2-4 yrs) Storm Drains (P 2-4 yrs) Dry Utilities
Site Description:	The site is in the northcentral portion of the Folsom Plan Area Specific Plan, planned for the Town Center. The surrounding areas are currently undeveloped but are planned for a mix of residential, commercial, mixed use, and park. The site is also located along the proposed Alder Creek Parkway transit corridor.		
Environmental Constraints:	The site is moderately sloped, has high fire risk, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site. A riverine wetland crosses the site diagonally from the northeast corner to the southwest corner.		
Unit Capacity:	Based on the allotted number of units identified in the Folsom Plan Area Specific Plan, the capacity of the sites would be 132 units.		



Attachment C.2: High Density Residential Site Capacity Profiles

FPASP MU 158 Site

			
APN(s):	A portion of 072-3190-034	Address:	West of E. Bidwell Street and south of Alder Creek Parkway
General Plan:	Mixed Use	Zoning:	SP-MU (Specific Plan – Mixed Use)
Density:	20-30 du/ac	FAR:	n/a
Site Size:	11.48 acres (per approved Toll Brothers SPA)	Height Limit:	50 feet
Existing Use:	Vacant	Included in Previous Housing Elements?	<input checked="" type="checkbox"/> 5 th Cycle <input checked="" type="checkbox"/> 4 th Cycle
Access to Utilities:	(P 2-4 yrs) Water	(P 2-4 yrs) Sewer	(P 2-4 yrs) Storm Drains
			(P 2-4 yrs) Dry Utilities
Site Description:	The site is in the northcentral portion of the Folsom Plan Area Specific Plan, planned for the Town Center. The surrounding areas are currently undeveloped but are planned for a mix of residential, commercial, mixed use, and park. The site is also located along the proposed Alder Creek Parkway transit corridor.		
Environmental Constraints:	The site is moderately sloped, has high fire risk, and is outside of the 100- and 500-year floodplains. There are no protected trees located on the site. A riverine crosses the southeast corner of the site.		
Unit Capacity:	Based on the allotted number of units identified in the Folsom Plan Area Specific Plan, the capacity of the sites would be 150 units.		



ADDITIONAL HIGH DENSITY RESIDENTIAL SITES

Folsom Auburn (Choi) Site



			
APN(s):	213-0071-006	Address:	7071 Folsom Auburn Road
General Plan:	Multifamily High Density	Zoning:	R4 – General Apartment
Density:	20-30 du/ac	FAR:	n/a
Site Size:	1.89 acres	Height Limit:	50 feet (up to four stories)
Max. Capacity:	56 units	Inventoried Capacity:	51 units
Existing Use:	Vacant	Included in Previous Housing Elements?	✓ 5 th Cycle ✓ 4 th Cycle Projects containing a minimum of 20% affordable housing will be allowed by right. See Housing Element Policy H-3.7.
TCAC Evaluation:	× Transit × Public Park × Public Library	× Grocery Store/Farmer's market ✓ Public School × Senior Developments	× Special Needs Development × Medical Clinic/Hospital × Pharmacy
Access to Utilities:	(P) Water	(E) Sewer	(N) Storm Drains (N) Dry Utilities
	Note: The City is installing a water supply main along Folsom Auburn Road as part of a Capital Improvement Project, anticipated for construction in 2021. Storm drain and dry utility improvements would be constructed upon development of the site.		
Site Description:	The site is located in the northern portion of the City, surrounded by residential uses. The site is approximately 1 mile from commercial uses and 0.75 miles from Carl Sundahl Elementary School. The nearest bus stop, American River Canyon Drive and Oak Avenue, is 1.3 miles east of the site.		
Environmental Constraints:	Any disturbance to the on-site native oak trees must comply with the City's Tree Preservation Ordinance. The site is moderately sloped decreasing in elevation from north to south, has little to moderate fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains		

Attachment C.2: High Density Residential Site Capacity Profiles

Riley Street Site



			
APN(s):	071-0190-076	Address:	n/a (Riley Street)
General Plan:	Multifamily High Density	Zoning:	R3 – Neighborhood Apartment
Density:	20-30 du/ac	FAR:	n/a
Site Size:	0.58 acres	Height Limit:	35 feet (up to two stories)
Max. Capacity:	17 units	Inventoried Capacity:	16 units
Existing Use:	Vacant	Included in Previous Housing Elements?	<ul style="list-style-type: none"> ✗ 5th Cycle ✗ 4th Cycle
TCAC Evaluation:	<ul style="list-style-type: none"> ✓ Transit ✓ Public Park ✓ Public Library 	<ul style="list-style-type: none"> ✓ Grocery Store/Farmer's market ✓ Public School ✗ Senior Developments 	<ul style="list-style-type: none"> ✗ Special Needs Development ✓ Medical Clinic/Hospital ✓ Pharmacy
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	<p>The site is owned by the City and is located on Riley Street, near the Coloma Street intersection, and is near existing shopping and employment centers. A SacRT bus stop is located directly in front of the site on Riley Street. Single family residences are located directly west of the site, commercial uses are located to the south and east, and Folsom Lake High School is located across Riley Street to the northeast. Additionally, Sutter Middle School is located approximately 500 feet north of the site.</p>		
Environmental Constraints:	<p>Any disturbance to the on-site native oak trees must comply with the City's Tree Preservation Ordinance. The site has little to moderate fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains. The site topography is flat.</p>		

2800 Iron Point Road

			
APN(s):	072-0270-124	Address:	2800 Iron Point Road
General Plan:	Multifamily High Density	Zoning:	R4 (SP95-1) – General Apartment
Density:	20-30 du/ac	FAR:	n/a
Site Size:	13.22 acres	Height Limit:	50 feet (up to four stories)
Max. Capacity:	300 units	Inventoried Capacity:	207 units
Existing Use:	Vacant	Included in Previous Housing Elements?	✓ 5 th Cycle ✗ 4 th Cycle
TCAC Evaluation:	✗ Transit ✗ Public Park ✗ Public Library	✓ Grocery Store/Farmer’s market ✓ Public School ✗ Senior Developments	✗ Special Needs Development ✗ Medical Clinic/Hospital ✓ Pharmacy
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	The site is located on the Iron Point Road corridor near existing shopping and employment centers and approximately 1.25 miles from the nearest bus stop. This site is primarily surrounded by single family residences and the recent Pique at Iron Point apartment development is located across Iron Point Road, south of the site. The site is owned by Elliot Homes. Based on the site characteristics and because the site is steeply sloped, the site is anticipated for development at 60 percent of the maximum allowed density, 18 units per acre.		
Environmental Constraints:	The site has moderate to high fire risk, does not include wetlands, and is outside of the 100- or 500-year floodplain. The site is steeply sloped, decreasing in elevation from the north to south.		

Attachment C.2: High Density Residential Site Capacity Profiles

Iron Point – Elliot Homes

			
APN(s):	072-1170-113	Address:	Iron Point Road
General Plan:	Regional Community Center	Zoning:	C-1 (SP 92-3)
Density:	20-30 du/ac	FAR:	n/a
Site Size:	Total site size is 19.25 acres; Developable portion is 11.5 acres.	Height Limit:	50 feet (up to four stories)
Max. Capacity:	345 units	Inventoried Capacity:	217 units
Existing Use:	Vacant	Included in Previous Housing Elements?	<ul style="list-style-type: none"> ✗ 5th Cycle ✗ 4th Cycle
TCAC Evaluation:	<ul style="list-style-type: none"> ✗ Transit ✗ Public Park ✗ Public Library 	<ul style="list-style-type: none"> ✗ Grocery Store/Farmer's market ✓ Public School ✗ Senior Developments 	<ul style="list-style-type: none"> ✗ Special Needs Development ✗ Medical Clinic/Hospital ✗ Pharmacy
Access to Utilities:	(E) Water	(E) Sewer	(E) Storm Drains (E) Dry Utilities
Site Description:	<p>This site is located at southeast of the intersection of Empire Ranch Road and Iron Point Road. The nearest bus stop is approximately 1 mile away. Single family and multifamily high-density residences are located north and west of the site, Highway 50 is south of the site. Russell Ranch elementary school is approximately 0.5 mile from this site. Based on discussions with the property owner, Elliot Homes, a specific plan amendment has been proposed to expand the Regional Commercial Center (RCC) designation to allow for multifamily residential as a permitted use, in conjunction with the adoption of the Housing Element. Based on the site characteristics, market trends, and property owner input, the site is anticipated for 70 percent or 8 acres of residential development.</p>		
Environmental Constraints:	<p>Any disturbance to the on-site native oak trees must comply with the City's Tree Preservation Ordinance. The site is moderately sloped, decreasing in elevation from west to east, has moderate to high fire risk, does not include wetlands, and is outside of the 100- and 500-year floodplains</p>		

ATTACHMENT C.3

PUBLIC OUTREACH



FOLSOM HOUSING ELEMENT

SUMMARY OF FOCUS GROUP DISCUSSIONS

2020

Overview

The City of Folsom is currently conducting its 6th Cycle Housing Element Update for the 2021 – 2029 Planning Period. As part of the community engagement effort, City staff and the consulting team, Ascent, hosted three virtual focus group sessions to gather input from various stakeholders, including developers, home builders, non-profit organizations, advocacy groups, and public agencies on key housing issues. The virtual focus group sessions were held using Microsoft Teams on the following topics:

- Affordable Housing Strategies – Tuesday, June 2, 2020;
- Missing Middle and Multi-Generational Housing Strategies – Wednesday, June 3, 2020; and,
- Homelessness and Special Needs Housing – Tuesday, June 9, 2020.

Each focus group session began with a brief presentation providing background on the housing element process and housing-related information for Folsom. The consultant team then facilitated a discussion asking participants for input on each discussion topic. As follow up to each focus group discussion, a questionnaire was sent to all invitees asking for any additional input or comments related to each topic. The feedback received from the discussion sessions and follow-up questionnaire is included in this summary.

The feedback received from each focus group will be incorporated into the Housing Element Update. Information will be included in the housing needs assessment and will be used to guide new policies and programs for housing in Folsom. Participants have been added to the project interest list and will be included on publicity efforts and project updates.

Focus Group #1: Affordable Housing Strategies

The Focus Group Discussion on Affordable Housing Strategies was intended to gather feedback from advocacy groups, non-profit organizations, and affordable housing developers on strategies to increase the production of affordable housing in Folsom. Representatives from Sacramento Housing Alliance, Mutual Housing Sacramento, Legal Services of Northern California, Grupe Company, USA Properties, and Mercy Housing attended the focus group meeting and provided feedback on their needs, experiences, and suggestions for improvement.

After a brief overview of the housing element and presentation of existing affordable housing resources in Folsom. Participants were asked the following questions to facilitate a discussion:

1. What can the City do to encourage more affordable housing development?
2. What are some best practices in affordable housing development that other communities are doing?
3. Are there certain site characteristics or factors that you consider more beneficial for affordable housing developments?
4. Are there opportunities to expand existing affordable housing developments (e.g., Mercy Housing or Creekview Manor)?

Feedback Summary

The following is a summary of the feedback provided by participants:

Site size. Participants voiced the importance of identifying affordable housing sites that are large enough to provide a feasible number of units. Affordable housing projects typically include about 100 units. Sites that are too small (allowing for fewer than 60 units) are generally not feasible for affordable housing development.

Location Factors. Participants stressed the importance of the location of sites and their relation to funding criteria, specifically California Tax Credit Allocation Committee (TCAC) funding criteria. Participants stated the City could support affordable development by assisting developers in locating sites that are qualified for funding. It was suggested that the Housing Element identify low-income housing sites that facilitate a competitive advantage for TCAC funding programs by ranking sites and showing them in relation to location factors such as schools, grocery stores, and parks.

Funding and Fees. Generally, developers and housing advocates both agreed that early collaboration with the City on the use of funds for affordable housing development would be beneficial for both the affordable housing developers and the City. With regards to funding, participants suggested that the City look into additional funding sources, such as HCD's Local Housing Trust Fund and that the City should consider utilizing funds for land acquisition. Participants also suggested that the City reduce or eliminate impact fees for affordable housing development.

Housing on Commercially-zoned Land. As a result of recent events related to the coronavirus pandemic, participants expect that a change to the retail environment could offer opportunities for low-cost commercial land. Allowing for housing to be built on commercially zoned land would create more opportunities for affordable housing development. A clear and expeditious rezone process from commercial to residential for multifamily housing would be beneficial.

Community Education. Suggestions also included increasing community outreach to notify the public that a range of housing types may be developed on low-income housing sites, including both market rate and affordable multifamily housing. Community outreach efforts should ensure the public is aware of sites where multifamily housing is allowed, so that the public is prepared and not caught off guard when affordable housing is developed.

Zoning Changes. Participants also provided the following suggestions for City policies and zoning ordinances to support affordable housing development:

- Consider allowing stand-alone residential in all, or portions of, the East Bidwell Mixed Use Overlay.
- Limit the amount of required commercial space for mixed use projects to ensure that housing is feasible for mixed use sites. Instead of requiring major commercial components (e.g. 30,000 square foot grocery store or other anchor commercial building) that would likely make the housing project infeasible, mixed use requirements should allow for smaller commercial components (e.g. 2,000 sf coffee shop) that still provide for feasible housing opportunities.
- Consider zoning specific sites where housing is allowed by-right to streamline housing development.

- Create accessory dwelling unit (ADU) policies that encourage the production of ADUs and ensure ADU affordability.
- Review parking requirements, specifically covered parking requirements, in collaboration with the development community to reduce barriers to housing.

Expand Inclusionary Housing. Housing advocates recommended the City consider expanding the Inclusionary Housing Ordinance to apply to new rental housing in addition to ownership housing.

Review Policies and Zoning. Housing advocates advised that the City get stakeholder input on the previous housing element policies and programs as well as the City's zoning ordinance to understand how the City's requirements are working for the development community and how they can be improved.

Analyze Impact of Coronavirus. Suggestions were also made in regard to the impacts of the coronavirus pandemic and including an assessment and discussion in the Housing Element on fair housing practices related to the coronavirus.

Focus Group #2: Missing Middle and Multi-Generational Housing Strategies

The Focus Group Discussion on Missing Middle and Multi-Generational Housing Strategies was intended to gather feedback from developers and home builders on strategies to encourage various housing types in Folsom for a variety of income levels, specifically moderate- or middle-income levels, as these are often overlooked. Representatives from Folsom Heights, Taylor Morrison, Signature Homes, Elliot Homes, Van Daele Homes, Lennar Homes, and Sacramento Housing Alliance attended the focus group and provided feedback on their needs, experiences, and suggestions for improvement.

A presentation providing a brief overview of the housing element and missing middle and multi-generational housing was provided. Missing middle housing encompasses housing types such as duplexes, triplexes, fourplexes, courtyard apartments, bungalows, and townhouses, that provide housing for a range of income levels. Examples of multi-generational housing such as junior accessory dwelling units or Lennar's NextGen homes were also presented. City staff also provided an overview of ADUs and proposed changes to the City's ADU ordinance. After the presentation, participants were asked the following discussion questions:

1. What are the barriers to building missing middle housing types?
2. What can the City do to encourage the development of missing middle housing?
3. Are there other product types beyond ADUs, multigenerational, duplexes that should be considered for missing middle housing?
4. Where do you see a potential for this type of housing in Folsom?

Feedback Summary

The following is a summary of the feedback provided by participants:

Financial Barriers. Participants advised that finances were the key barrier to developing ADUs and Multi-Generational Units. Building these housing product types is more expensive than standard single-family homes and therefore have higher sales prices.

Lower Demand in Folsom. Homebuilders have seen higher demand for multi-generational product types in other jurisdictions (Elk Grove, El Dorado Hills, Roseville and Woodland). The lower demand and increased difficulty of selling multi-generation product types in Folsom could be a result of the pricing, specific product lineup offered in Folsom, or the fact that multi-generational homes were not modeled.

Homebuilder Experience. Homebuilders generally specialize in detached single-family homes, as opposed to duplex/triplexes or small apartments, because of their familiarity with this product type and the high market demand for detached homes. However, some homebuilders have included different product types to meet a variety of income levels. These product types include Van Daele's "condo pods", consisting of three units: two detached units plus a separate building with three garages and a unit above, sold in Lathrop and other places in California. Taylor Morrison met their inclusionary housing requirement for the Caselman Ranch project in Sacramento County using a small detached product. Lennar also provides a small T-court product and an alley loaded product at lower-price points but does not provide an attached product.

Policy Suggestions. Some suggestions for increasing middle income housing included using Community Development Block Grant funds, or another funding source, to create a loan program for homeowners to help finance the construction of ADUs. The program could also include loan forgiveness for those units rented to lower-income households. Other suggestions also included removing parking requirements, increasing ministerial or by-right approvals and shortening application review timeline. Allowing housing in commercial zones, fourplexes on all residential land, and removing lot coverage, floor-area-ratio, and setback restrictions was also suggested. Participants also suggested upzoning to increase densities near public transit.

Focus Group #3: Homelessness and Special Needs Housing

The Focus Group Discussion on Homelessness and Special Needs Housing was intended to gather feedback from homeless services providers and special needs advocates on strategies to provide housing for homeless and special needs population groups in Folsom. Representatives from Folsom Police Department, Dignity Health, HART of Folsom, Habitat for Humanity, Lofgren Company, Sacramento Self Help Housing, and Powerhouse Ministries attended the focus group and provided feedback on their needs, experiences, and suggestions for improvement.

After a brief overview of the housing element and presentation of homelessness and special needs groups and services available to them, participants were asked the following discussion questions related to homelessness and special needs:

1. Are there any other data sources we should use to estimate the number people experiencing or at risk of homelessness?
2. What are the leading causes of homelessness experienced in Folsom?
3. What resources (including both housing and services) are available for people experiencing or at risk of homelessness?
4. Are there any planned efforts to expand services for people experiencing or at risk of homelessness?
5. What can the City do in the context of the Housing Element to meet the needs of people experiencing homelessness?
6. What special housing needs exist in Folsom?

7. What housing challenges do people with disabilities face in Folsom?
8. What resources (including both housing and services) are available for people with disabilities in Folsom?
9. What can the City do in the context of the Housing Element to meet the needs of people with special housing needs?

Feedback Summary

The following is a summary of the feedback provided by participants:

Homeless Population Estimate. Focus group participants advised that the most recent point-in-time count of 17 unsheltered individuals is much less than the current actual count. The point-in-time count is generally well-represented in the City of Sacramento but is under-represented in the rest of the County. HART advised that they had 15 people in the winter shelter on the night of the latest point-in-time count and that these individuals were not included in the count. HART, as well as several other service providers, advised that the homeless population is estimated to be 70 or more individuals and that many of these individuals are from Folsom and want to remain in the Folsom community. Both Folsom Police Department and the City's Homeless Navigator, Laura Basquez, at Sacramento Self Help Housing, advised they keep updated lists of homeless individuals and can share the most recent information on the City's homeless population. Participants also advised that HART, Powerhouse Ministries, and Twin Lakes Food Bank each have data on the homeless population.

Homeless Service Needs. Homeless service providers advised that the biggest challenge for homeless individuals is drug and/or alcohol addiction but that mental health issues are also common. Other causes of homelessness include housing costs, job loss, divorce, eviction, rent increases, and early release from jail or prison. There are no resources for drug and/or alcohol addiction or mental health in Folsom. Most County services are located in the city of Sacramento. In addition, many homeless are on a fixed income and do not have the resources for career and job development. There are no job centers or career resource centers in Folsom. Many homeless individuals use the Folsom Public Library for computer and internet access, but the library does not offer all the services needed to support individuals for success. Overall, providing mental health, drug/alcohol addiction, and career services in Folsom would be a major step in addressing the needs of homeless individuals. Most of these services are located in Sacramento but most homeless individuals do not have transportation (no car or money for public transit) and are unable to access these services. In addition, most homeless in Folsom have lived in Folsom for a long time and don't want to leave Folsom. Homeless individuals are generally insured through Medi-Cal and struggle to find health and mental health services in Folsom, as most providers in Folsom only accept private insurance. The City could reach out to the County Department of Human Assistance or other service providers to bring satellite services to Folsom. The City should also consider collaborating with HOPE Cooperative, which may provide some services in Folsom.

Currently Available Homeless Services. Although drug and alcohol addiction, mental health, and career services are limited in Folsom, some immediate services such as laundry, food, and clothing are provided by local homeless service providers. Powerhouse Ministries provides emergency assistance, a medical clinic, laundry vouchers, blankets, community meals and a food closet; Twin Lakes Food Bank provides meals and



food. Helping Hands (St. Vincent de Paul) provides clothing and linens. HART provides toiletries to Folsom Lake College students, assist homeless individuals in connecting to resources, and one on one mentoring.

Lack of Affordable Housing. The leading cause of keeping people homeless is the lack of affordable housing in Folsom. Many individuals are Social Security and Disability Insurance recipients and have fixed incomes of approximately \$1,000 per month.

Powerhouse Ministries Expansion Project. Powerhouse Ministries is currently expanding their 20-bed residential recovery center to accommodate 40 beds. The recovery center is no cost 2-year program for homeless female individuals (with or without children). Most individuals leave the program with a job. However, individuals that complete the program still can't find housing in Folsom.

Barriers to Tiny Homes. HART is working with the City to try to find a place in Folsom for tiny homes to house homeless individuals. However, this use is not clearly outlined in the City's Zoning Ordinance and the process to allow such housing has been difficult to determine.

Strategies for Housing the Homeless. Some participants also suggested that the City work with developers to secure units not only for low-income households, but also secure a portion of units for homeless individuals within the city (similar to a recent effort in Elk Grove). This could help homeless individuals that are long-time Folsom residents stay in Folsom near their family, friends, and support groups. Other participants also suggested using funding to purchase transitional housing. For example, the City of Elk Grove purchased housing that is rented by Elk Grove HART to provide housing for homeless individuals in Elk Grove. Income-base rent was also suggested as a strategy to house homeless individuals and extremely low-income households. Income-base rent has been used in both the City of Sacramento and the City of Roseville. The City should consider using income-base rent as a strategy to meet housing needs in Folsom. Participants also suggested that the City research and compare its homeless services to other jurisdictions.

Public Outreach Campaign. A suggestion was made to conduct a public relations effort to educate the entire Folsom community on homelessness and to help bring unity on this often contentious issue. Powerhouse Ministries advised that they would be willing to support the City on a public relations effort to provide understanding on who the homeless are and provide a platform to share success stories.

Note on Special Needs. None of the feedback received was specific to special needs groups and/or those with disabilities. However, these individuals often experience or at-risk of homeless and would benefit from similar services.

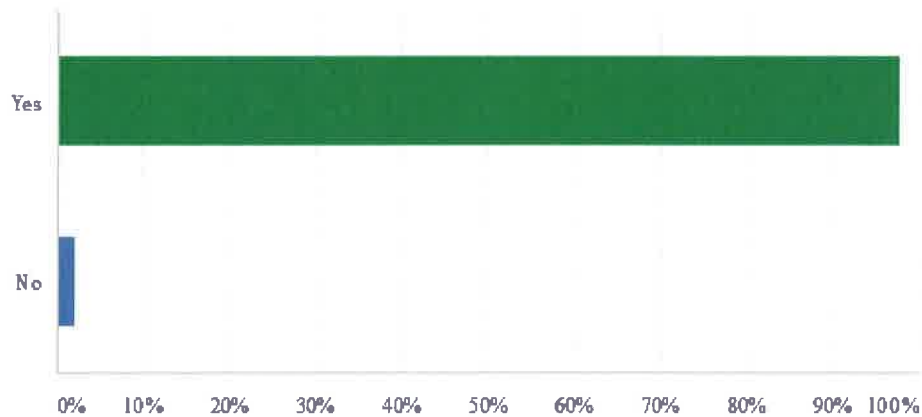


CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Folsom Housing Element Workshop Survey

Q1. Are you a Folsom resident? (Choose one)

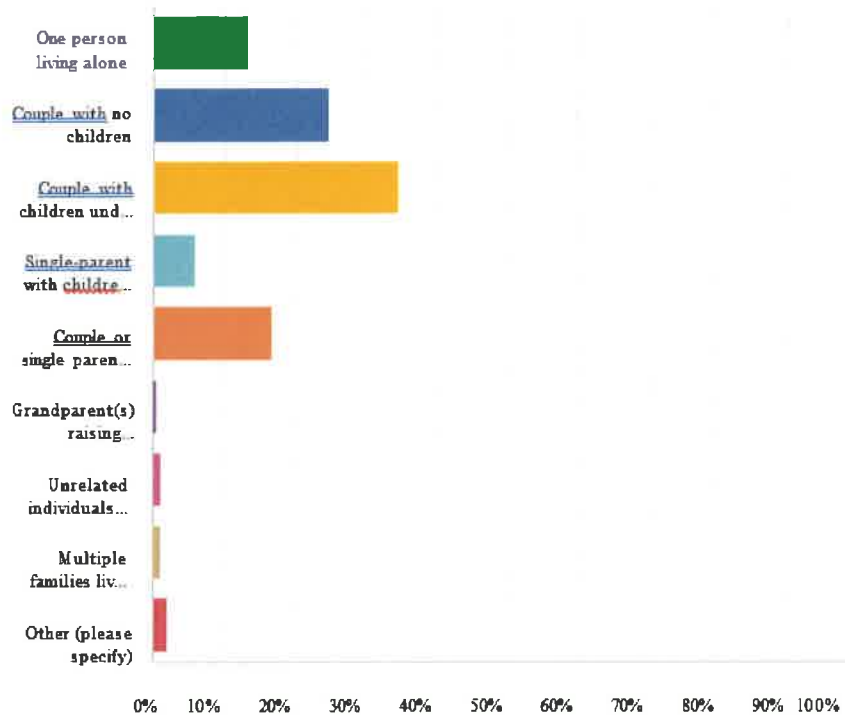
Answered: 420 Skipped: 0



<u>ANSWER CHOICES</u>	<u>RESPONSES</u>	
Yes	97.86%	411
No	2.14%	9
TOTAL		420

Q2. Which of the following best describes your household? (Choose one)

Answered: 420 Skipped: 0

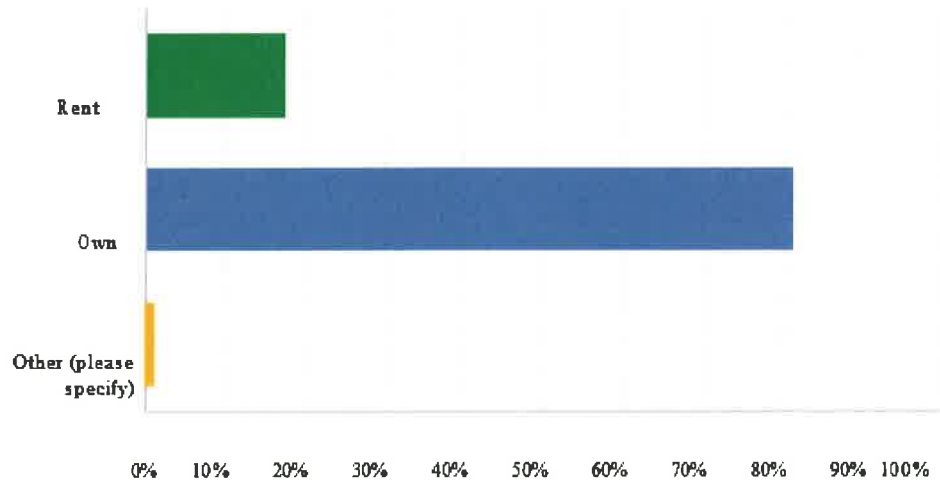


ANSWER CHOICES	RESPONSES	
One person living alone	13.10%	55
Couple with no children	25.00%	105
Couple with children under 18 years old	34.76%	146
Single-parent with children under 18 years old	5.95%	25
Couple or single parent with children over 18 years old	16.67%	70
Grandparent(s) raising grandchild(ren)	0.48%	2
Unrelated individuals living together	0.95%	4
Multiple families living together	0.95%	4
Other (please specify)	2.14%	9
TOTAL		420

OTHER (PLEASE SPECIFY)
One person with no permanent address
Couple with 2 children over 18 and 1 under
Couple with 2 children 19 & 16
Couple with 3 grown children
Multigenerational family
Couple and Aged Parent
Couple with children over 18 years old
Grandparent with adult daughter and grandchild in the house
Grandparents with no children or grandchildren in the home

Q3. Do you currently rent or own your home? (Choose one)

Answered: 420 Skipped: 0

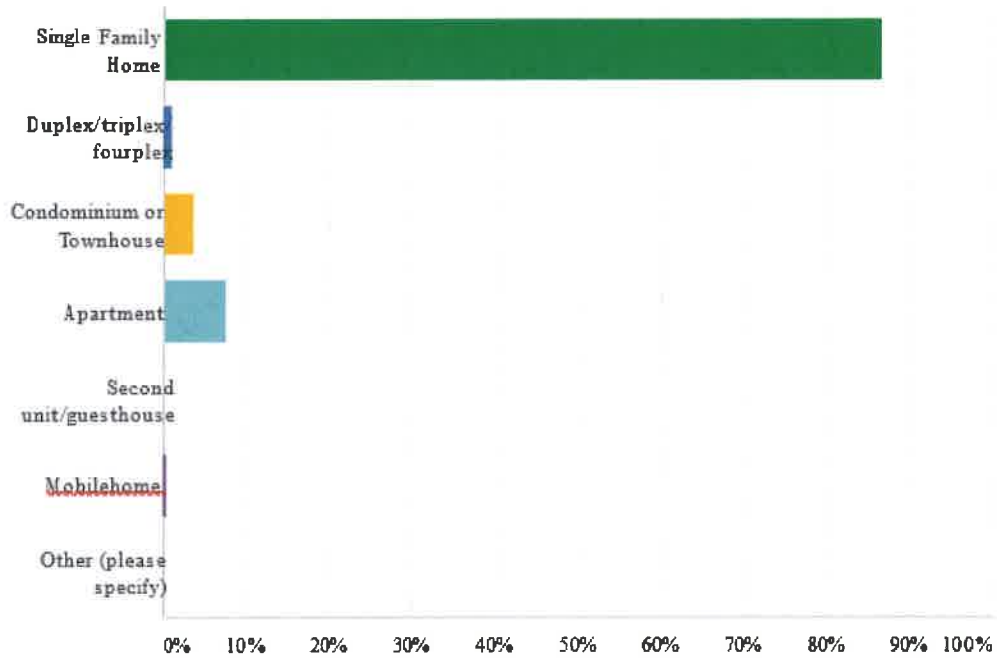


ANSWER CHOICES	RESPONSES	
Rent	17.62%	74
Own	81.19%	341
Other (please specify)	1.19%	5
TOTAL		420

OTHER (PLEASE SPECIFY)
No permanent address – have a storage unit and mailbox
I own a home and rent an apartment
Neither
Multiple families in one home, one family owns it
I own my mobile home but pay rent for the space

Q4. What type of housing do you live in? (Choose one)

Answered: 420 Skipped: 0

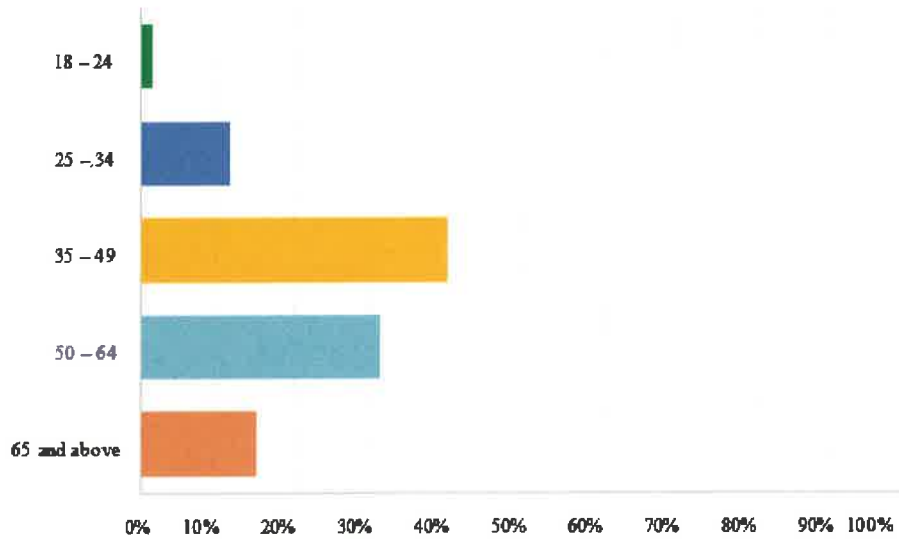


<u>ANSWER CHOICES</u>	<u>RESPONSES</u>	
Single Family Home	86.67%	364
Duplex/triplex/fourplex	0.95%	4
Condominium or Townhouse	3.81%	16
Apartment	7.62%	32
Second unit/guesthouse	0.24%	1
Mobilehome	0.48%	2
Other (please specify)	0.24%	1
TOTAL		420

OTHER (PLEASE SPECIFY)
Stay in client's homes and couch surf with friends

Q5. What is your age? (Choose one)

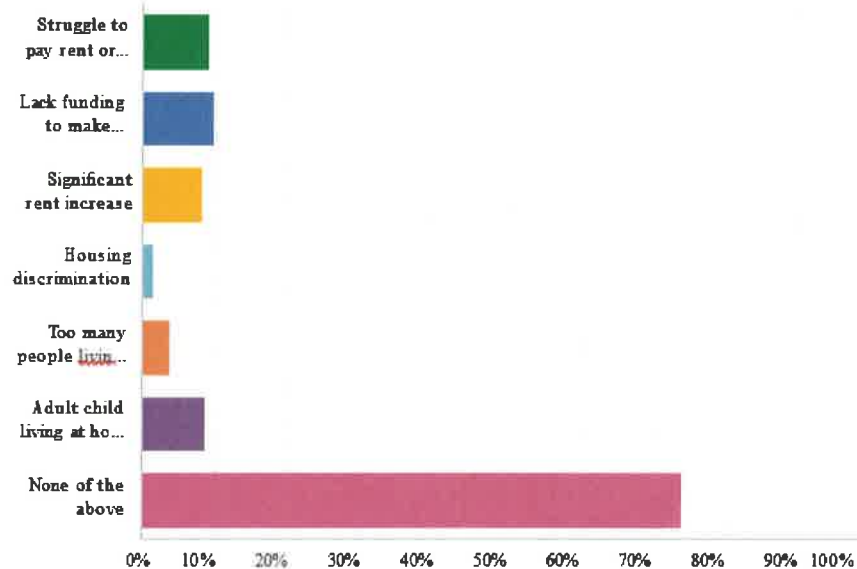
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<u>ANSWER CHOICES</u>	<u>RESPONSES</u>	
18 - 24	1.67%	7
25 - 34	11.67%	49
35 - 49	40.00%	168
50 - 64	31.43%	132
65 and above	15.24%	64
TOTAL		420

Q6. Prior to the coronavirus outbreak, had you experienced any of the following housing issues within the last 5 years? (Choose all that apply)

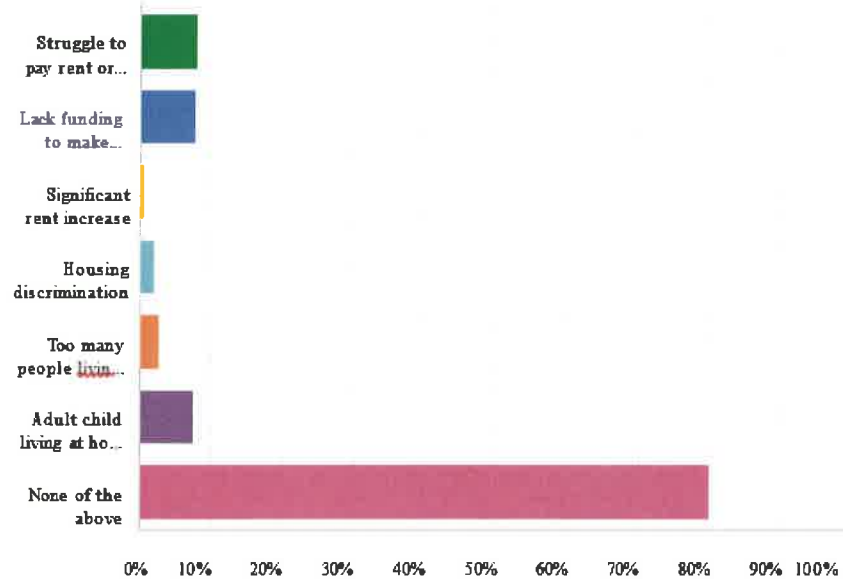
Answered: 420 Skipped: 0



<u>ANSWER CHOICES</u>	<u>RESPONSES</u>	
Struggle to pay rent or mortgage	9.05%	38
Lack funding to make necessary home repairs	9.76%	41
Significant rent increase	8.10%	34
Housing discrimination	1.43%	6
Too many people living in one home (overcrowding)	3.81%	16
Adult child living at home due to inability to afford housing	8.57%	36
None of the above	74.29%	312
Total Respondents: 420		

Q7. Have you experienced any of the following housing issues since the coronavirus outbreak? (Choose all that apply)

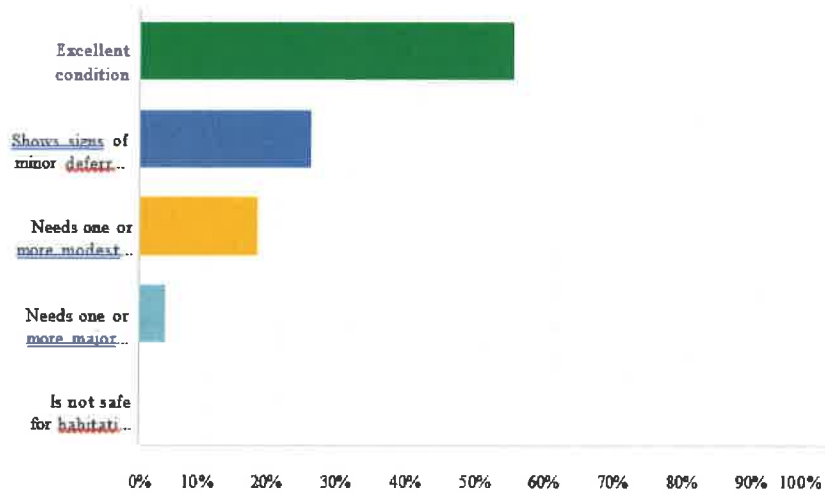
Answered: 420 Skipped: 0



<u>ANSWER CHOICES</u>	<u>RESPONSES</u>	
Struggle to pay rent or mortgage	8.10%	34
Lack funding to make necessary home repairs	7.86%	33
Significant rent increase	0.71%	3
Housing discrimination	2.14%	9
Too many people living in one home (overcrowding)	2.86%	12
Adult child living at home due to inability to afford housing	7.62%	32
None of the above	80.00%	336
Total Respondents: 420		

Q8. How would you rate the physical condition of your home or apartment?
(Choose one)

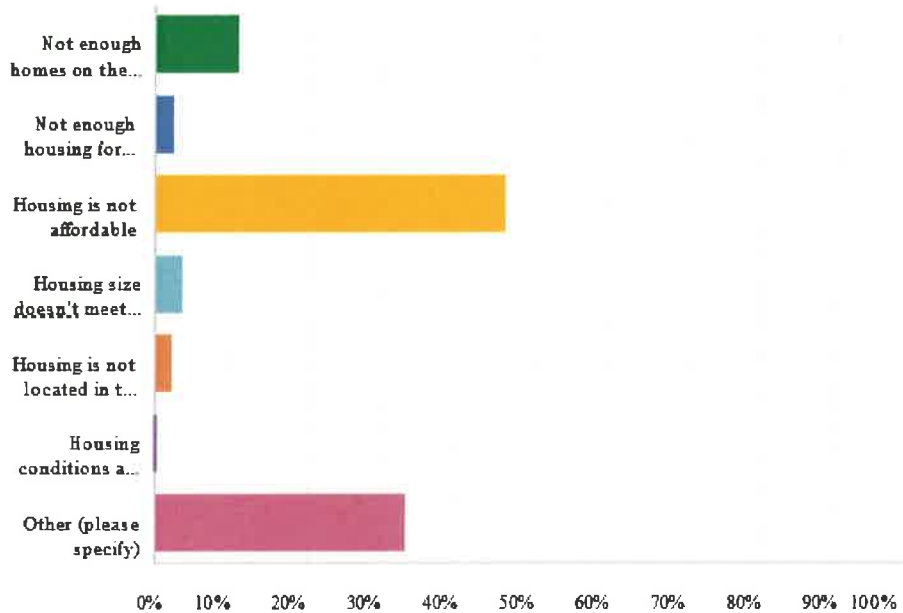
Answered: 420 Skipped: 0



ANSWER CHOICES	RESPONSES	
Excellent condition	54.05%	227
Shows signs of minor deferred maintenance (i.e. peeling paint, chipping stucco)	24.76%	104
Needs one or more modest rehabilitation improvements (i.e. new roof, new wood siding, new paint, window repairs)	17.14%	72
Needs one or more major upgrades (i.e. new foundation, new plumbing, new electrical)	3.81%	16
Is not safe for habitation in its current condition (i.e. structurally unsound, severe mold growth)	0.24%	1
TOTAL		420

Q9. What do you feel is the most significant housing problem facing Folsom residents? (Choose one)

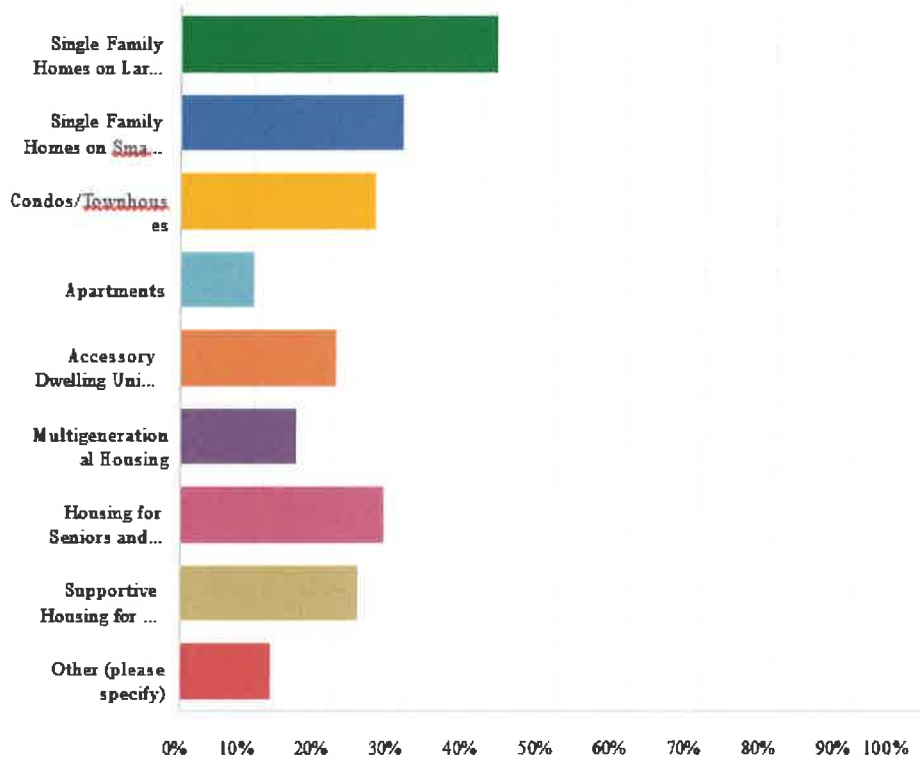
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ANSWER CHOICES	RESPONSES	
Not enough homes on the market	11.19%	47
Not enough housing for rent	2.62%	11
Housing is not affordable	46.19%	194
Housing size doesn't meet family needs	3.81%	16
Housing is not located in the right places	2.38%	10
Housing conditions are poor	.48%	2
TOTAL	66.67%	280
OTHER (PLEASE SPECIFY)		
Too Many Homes/Overcrowding/Traffic/Water	13.8%	58
Too Many Apartments and Low-Income Units	6.2%	26
More Special Needs Housing Homeless, Seniors and Disabled	2.4%	10
No Issues	3.6%	15
Too small of lots	3.8%	16
Other	2.4%	10
Too Expensive	1.2%	5
TOTAL	33.4%	140

Q10. What types of housing are most needed in Folsom? (Choose up to three.)

Answered: 420 Skipped: 0



ANSWER CHOICES	RESPONSES	
Single Family Homes on Large Lots	42.62%	179
Single Family Homes on Small Lots	30.00%	126
Condos/Townhomes	26.19%	110
Apartments	9.76%	41
Accessory Dwelling Units (Granny Flats)	20.95%	88
Multigeneration Housing	15.71%	66
Housing for Seniors and Persons with Disabilities	27.38%	115
Supportive Housing for the Homeless	24.05%	101
OTHER (PLEASE SPECIFY)		
None/No More Housing	23	5.5%
Affordable	10	2.4%
Active Senior Communities	3	0.7%
Tiny Homes	3	0.7%
Mixed-Use/Missing Middle (Duplex, Condo)	4	1%
Single Story Homes	2	0.5%
Shelters/Transitional Housing	2	0.5%
Other	5	1.2%
TOTAL	52	12%

Q11. Please indicate how important the following housing priorities are for the Folsom community.

Answered: 420 Skipped: 0

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	DON'T KNOW	TOTAL
Ensuing that children who grew up in Folsom can afford to live in Folsom.	40.48% 170	35.24% 148	22.38% 94	1.90% 8	420
Create mixed-use (commercial /office and residential) or transit-oriented development in the community that encourages walkable neighborhoods and reduce dependency on automobiles.	32.14% 135	39.52% 166	25.95% 109	2.38% 10	420
Ensuring that the housing market in Folsom provides a diverse range of housing types, including single family homes, townhouses, duplexes and apartments, to meet the varied needs and income levels of local residents.	40.24% 169	27.14% 114	30.95% 130	1.67% 7	420
Integrate affordable housing throughout the community to create mixed-income neighborhoods and avoid the concentrations of low-income housing in certain neighborhoods.	31.90% 134	25.00% 105	38.33% 161	4.76% 20	420
Establish special needs housing for seniors, large families and persons with disabilities.	27.64% 116	45.48% 191	17.86% 75	9.05% 38	420
Provide shelters and transitional housing for the homeless, along with services to help move individuals into permanent housing.	30.71% 129	28.10% 118	35.95% 151	5.24% 22	420
Encourage energy conservation through site and building design.	53.57% 225	36.67% 154	8.33% 35	1.43% 6	420
Encourage the rehabilitation of existing housing stock in older neighborhoods.	46.67% 196	39.05% 164	7.38% 31	6.90% 29	420
Help at risk homeowners and renters keep their homes, including mortgage loan and rental assistance programs.	31.90% 134	34.52% 145	28.10% 118	5.48% 23	420

Q12. State law requires that cities and counties identify enough land to accommodate housing needs. Under this housing element cycle, the City is obligated to identify sites to accommodate 6,363 new housing units during the 2021-2029 planning period, of which 3,567 units are to be affordable to very low-income and low-income households. The City is working to identify strategies to meet this obligation. Please indicate your support for the following proposed housing strategies.

Answered: 420 Skipped: 0

	SUPPORT	NEUTRAL	NO SUPPORT	TOTAL
Encourage mixed use developments (i.e. developments with both commercial and residential uses) along the East Bidwell Corridor.	45.2% 190	23.10% 97	31.67% 133	420
Increase multifamily developments near transit stations (light rail)	40.48% 170	30.24% 127	29.29% 123	420
Increase housing densities in the Folsom Plan Area (South of 50)	40.71% 171	24.52% 103	34.76% 146	420
Increase housing near employment centers	52.14% 219	29.05% 122	18.81% 79	420
Increase production of accessory dwelling units (granny flats)	38.81% 163	40.95% 172	20.24% 85	420
Replace a commercial zoning with residential zoning to allow for housing	30.00% 126	38.33% 161	31.67% 133	420
ARE THERE ANY OTHER STRATEGIES YOU SUGGEST THE CITY TO CONSIDER TO CREATE MORE HOUSING OPPORTUNITIES?				
None/No More Housing	40		9.5%	
Mixed Use	10		2.4%	
Build High Density – Urban Village	4		1%	
Keep Growth South of 50	11		2.6%	
Tiny Homes	6		1.45%	
Focus on Nature and Trail Connections	4		0.9%	
Housing and Support Services for Homeless	5		1.2%	
Not Sure	16		3.8%	
Missing Middle	5		1.2%	
TOTAL	101		23.05%	

Q.13 Do you have any additional housing related comments that are not listed above and should be considered in the Housing Element update process?

Answered: 196 Skipped: 224

COMMENTS/CONCERNS	RESPONSES	
Folsom has enough apartments, especially along East Bidwell Street and Creekside Drive. Primary concerns include traffic, increased crime and neighborhood compatibility.	53	12.6%
Responded "no" or response/comment was unrelated to the question.	46	11%
Folsom already has enough housing and the community needs to be concerned about increased traffic (especially on East Bidwell Street), water availability and school overcrowding.	27	6.4%
Concentrate new housing in the Folsom Plan Area. All new low-income apartments should be built South of Highway 50.	20	4.8%
Folsom needs to address the homeless issue. Parks and the Central Business District do not feel safe. Folsom needs a permanent shelter and social services to get individuals off the street.	17	4%
Folsom needs more moderately priced homes that first time home buyers can afford.	13	3.1%
Cookie-cutter homes in the new developments have no character. They all look the same and the lots are too small.	8	1.9%
Focus on connecting new developments to recreation trails and ensuring that neighborhoods are walkable in order to reduce the reliance on cars.	6	1.4%
Accessory dwelling units (ADUs) need to be designed in the architectural style of the neighborhood. The ministerial process needs to be replaced by a discretionary approval. Allow tiny homes to be used for ADUs	6	1.4%
TOTAL	196	46.6

****Unique Responses Below (Appendix A)***

Appendix A

Q.13 Do you have any additional housing related comments that are not listed above and should be considered in the Housing Element update process?

- It might make sense to repurpose some older or unused commercial areas into low income housing with the way the economy and business is changing. There are also tiny house communities in the country that have excellent models for 1-3 person dwellings with centralized facilities and work opportunities.
- Pick a street to allow for RV homeless campers instead of building more low-income housing. The street Out of Bounds brewing is on would be a good place for that.
- I would encourage investigating design standards for communities that have done a great job with housing developments and mixed use (Portland, Boulder, many others). Too much of Folsom's growth is beige and un-interesting architecture. Having pride over attractive mix use and low-income housing creates a more interesting and welcoming community. Architecture and development should reflect the diversity of the region. I would also look at how we can ensure bike lanes all the way to light rail (there are currently gaps along existing paths with minimal protected bike lanes or no bike lanes).
- Creating the right mix of housing to meet the needs of all will help meet the requirements in other areas, such as the need for workers at various skill levels. When everyone's needs are being reasonably met, everyone is healthier and happier. The only caveat is that homeless housing must be accompanied by social workers helping these people deal with their issues and lead them back to self-sufficiency. The only other thing that should be considered is some form of family entertainment such as an amusement park. Finally, we have enough restaurants, the food industry is ballooning in this area and may be unsustainable.
- Focus on light rail stops to accommodate nodes of housing.
- Small Folsom is already fragmented and the fragmentation is growing. East Bidwell is very different from Folsom Blvd, which is very different from the Central business areas, which totally contrasts with Sutter Street. We need residential mixed-use in all of these areas so it's easier to move around without requiring use of cars. We need a second hospital here in Folsom and fewer drive-thru restaurants.
- Veteran preference or special assistance for those who serve the community.
- I believe upgrading the lower-income, older neighborhoods in Folsom would be an important step to take.
- Homes for seniors in gated communities like in Cameron Park and Heritage Park in Natomas. Would have community building and gym and pool. Would need a developer to build. No more apartments.

Appendix A - Continued

- Development and growth is necessary but Folsom needs a second police station or sub-station for the south of 50 growth. As well as another hospital and schools to support the growing community.
- Rent control and transportation to school since only ONE bus to school on the mornings.
- The city seems to have “lower” income housing concentrated in certain areas. This has a negative impact on our schools and perception of neighborhoods. For example, Empire Ranch does not have enough diverse housing options and so lower income families are not living in this area. For future developments, it would be nice to see homes of all sizes scattered in the development. Not all lower income families want to live in attached housing.
- I heard that the state identified the prison land as an option for new housing-that seems like a bad idea.
- Widen your roads. You already have the density. Your volume over capacity ration is high.
- It seems we need a variety of homes. My son has special needs and will always live with us-multigenerational housing would be ideal. Our daughter will go to college and I can't think of anywhere in Folsom where she would want to come back to as a young professional. On another note, I think Folsom needs to do more to attract large corporations that provide stock options and bonuses. Thanks!
- I believe in addition to the housing increase we need to coordinate all the other important city support structure to meet the needs, education, transportation, public safety, etc. This coordination is, to me, more important because the housing supply is forced on us and we need to build the structure around it so the city stays a great place to live.
- Add smaller houses in new subdivision rather than these 3,000-4,000 sq monolithic homes that only very wealth can afford. Developing smaller senior only communities does not cut it. Healthy neighborhoods have a mix of unit types and a mix of people living in them. Folsom also needs to provide more support to build very affordable apartments through subsidized loans, fee waivers and density bonuses.
- Put multiple use at the corner of Blue Ravine and Oak. Too many low-income in one area as is. No fair to the homeowners in the area.
- Open up some units at the already build complexes and or establish low income contracts with established complexes, for example, the new complex only has 6 units out of 200 why not a lot more? 25-30
- We need more multi-generational houses (i.e Ranch) – fix the toad and water issues BEFORE building new housing units. Reduce the number of houses built on the hillside so that we don't look any look any more like Contra Costa County. Folsom is starting to look over-crowded.

Appendix A - Continued

- Areas that have put cheaper to rent or buy duplexes on most corners have developed into nice heterogenous neighborhoods. Folsom is insanely nimby. I have lived here for almost 38 years now and have watched this yuppified, we are better than you, attitude prevail. It is sad.
- Have City Attorney meet with City Attorneys from all California Cities. Prepare and present arguments to State of California to resist unreasonable unrealistic affordable housing requirements.
- Do not rely on ADU's in lieu of rezoning to meet RHNA.
- Higher density housing should be distributed evenly throughout the city, ideally, near shopping and employment centers to reduce traffic. Proximity to public transit only benefits seniors who cannot drive and those experiencing homelessness – lower income households in Folsom already own cars and can drive to transit stations as necessary.
- We need another hospital to accommodate our growing population.
- Increase focus on water reclamation and energy efficiency.
- Build apartments closer to Public Transportation and Shopping, use residents to refer problems to the manager, monthly meeting or newsletter monthly.
- Make new housing and apartments accessible for people with disabilities and the elderly. Many apartments in Folsom don't have elevators and hardly any houses have ramps or no stairs to enter. People with disabilities should not be forced to live only in specific segregated housing units for the simple reason that nothing else is accessible. We have the ability to do better in Folsom, so let's do better. Thank you.
- Senior apartments based on income are needed as the population ages. Whole communities of these types of residences would add value to our area.



GUIDE THE FUTURE OF HOUSING IN FOLSOM!



FOLSOM 2021 HOUSING ELEMENT UPDATE SURVEY

The City of Folsom wants to hear your thoughts and ideas on housing needs in Folsom.. The City is conducting a community survey to gather information on the housing needs and priorities of Folsom residents in order to form strategies to meet the City's housing needs. A presentation on the City's Housing Element Update is available online at www.folsomhousingelement.com.

Please help guide the future of housing in Folsom by responding to the survey online at www.folsomhousingelement.com/get-involved **OR**

You may contact Senior Planner, Stephanie Henry at 916.461.6208 or shenry@folsom.ca.us and request that the survey be mailed to you.

The survey will be available from June 1, 2020, through July 31, 2020.



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EXHIBIT C

Land Use Element Update



2

Land Use

Folsom's land use pattern continues to evolve. The goals and policies in this element acknowledge this evolution and apply to all areas of Folsom, from the historic core of Sutter Street to the new growth south of U.S. Highway 50. The Land Use Element focuses on creating a compatible and complementary mix of residential, employment, retail, mixed-use, and service uses that contribute to the city's economy, environment, and quality of life.

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Land Use Diagram and Standards

The Land Use Diagram depicts proposed land uses for Folsom through the year 2035 and beyond. The land uses are represented using designations—districts that specify the type and intensity of allowed land uses. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines.

The following sections describe the land use designations appearing on the Land Use Diagram (Figure LU-1), and standards of residential density and building intensity for the land use designations.

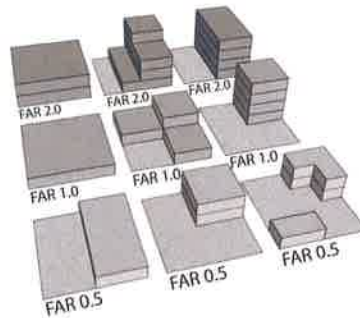
Development Standards

These are legal standards of density for residential uses and standards of building intensity for nonresidential and mixed use. Specific plans, such as the Folsom Plan Area Specific Plan (FPASP), must match the land use development intensities and standards outlined in the Folsom General Plan. The following explains how these standards operate.

Density. Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre. The diagram below shows various building configurations representing different density ranges. Standards of population density can be determined based on an assumption of persons per household.



Floor Area-Ratio (FAR). Standards of building intensity for nonresidential uses, such as mixed-use, commercial, and industrial development, are stated as a range (i.e., minimum and maximum) of FARs. In the case of mixed-use developments that include residential uses, the FAR includes residential building square footage, and the development must meet both FAR and residential density standards.



An FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000-square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area. The diagram below shows various building configurations representing FARs of 0.50, 1.00, and 2.00.

While FAR provides for the overall development size and intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of very different character.

Land Use Designations

Table LU-1: Residential Designations	Density/Intensity Range
<p>Single Family (SF)</p> <p>This designation provides for single-family detached homes.</p>	<p>2-4 Dwelling Units per Acre</p>
<p>Single Family High Density (SFHD)</p> <p>This designation provides for single-family detached homes and single-family attached homes that include duplexes, halfplexes, and zero-lot-line homes. This designation also provides for mobile home parks.</p>	<p>4-7 Dwelling Units per Acre</p>
<p>Multifamily Low Density (MLD)</p> <p>This designation provides for single-family and multifamily residential units, including small-lot SF detached, zero-lot-line homes, duplexes, halfplexes, townhouses, condominiums, and apartments.</p>	<p>7-12 Dwelling Units per Acre</p>
<p>Multifamily Medium Density (MMD)</p> <p>This designation provides for multifamily residential units, including townhouses, condominiums, and apartments.</p>	<p>12-20 Dwelling Units per Acre</p>
<p>Multifamily High Density (MHD)</p> <p>This designation provides for multifamily residential units in apartment buildings.</p>	<p>20-30 Dwelling Units per Acre</p>

Table LU-2: Commercial Designations		Density/Intensity Range
General Commercial (GC)	This designation provides for a wide range of retail, office, lodging, and service uses. Typically, general commercial parcels accommodate power centers, lifestyle centers, and freestanding stores or offices.	FAR: 0.2-0.5
Community Commercial (CC)	This designation provides for community-based retail and service uses intended to serve residential neighborhoods within the city.	FAR: 0.2-0.5
Regional Commercial Center (RCC)	This designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses. Uses in this district will serve the entire region.	FAR: 0.2-1.0
Auto-Oriented Commercial (AOC)	This designation provides for vehicular sales and service.	FAR: 0.1-0.3

Table LU-3: Mixed Use Designations		Density/Intensity Range
Mixed Use (MU)	This designation provides for a mixture of commercial and residential uses that are mutually compatible by encouraging high-quality, innovative site design. This designation allows for multifamily housing as well as shops, restaurants, services, offices, hospitality, and other compatible uses.	20-30 Dwelling Units per Acre FAR: 0.5-1.5
Historic Folsom Mixed Use (HF)	This designation provides for a mixture of commercial and residential uses designed to preserve and enhance the historic character of Folsom's old town center.	20-30 Dwelling Units per Acre FAR: 0.5-2.0

Table LU-4: Employment/Industrial Designations		Density/Intensity Range
Industrial/Office Park (IND)	This designation provides for office, research and development, wholesale, light industrial and similar uses. Uses that support the primary uses, such as restaurants, are also allowed.	FAR: 0.2-1.2
Professional Office (PO)	This designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses.	FAR: 0.2-0.5

Table LU-5: Public Designations		Density/Intensity Range
Public and Quasi-Public Facility (PQP)	This designation supports the needs of the community by providing for governmental, civic, cultural, health, education, and infrastructure uses.	FAR: 0.2-1.0
Parks (P)	The Parks land use designation provides for active and passive recreational opportunities in Folsom.	FAR: 0.0-0.1
Open Space (OS)	The Open Space land use designation encompasses the preserved natural open space areas of Folsom.	FAR: 0.0-0.1

Table LU-6: Overlay Designations		Density/Intensity Range
East Bidwell Corridor (EBC) Overlay	This overlay designation gives property owners along the East Bidwell Corridor the flexibility to develop sites as mixed use. It provides for a mixture of commercial and residential uses that are mutually compatible along East Bidwell Street. This designation balances existing commercial uses with future mixed-use development. This designation allows for multifamily housing as well as shops, restaurants, services, offices, and other compatible uses.	20-30 Dwelling Units per Acre FAR: 0.5-1.5



General Plan Planning Area

The Planning Area is the geographic area for which the General Plan establishes policies about future urban growth, long-term agricultural activity, and natural resource conservation. State law requires each city to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Planning Area for the Folsom 2035 General Plan includes the entire city limits and approximately 5,600 acres of unincorporated land outside the city limits, as shown in Figure LU-1.

The Planning Area includes two projects that have been approved by Sacramento County: Glenborough and Easton Place. Glenborough at Easton is a 1,208-acre mixed-use community providing a variety of land uses, transportation options, employment opportunities, housing diversity, and active and passive recreational uses. The project has been approved by the County for 3,239 housing units, 699,500 square feet of commercial and office space, and 513 acres of parks and open space. The 2.6-mile, 270-acre Alder Creek open space area offers habitat for many riparian plant and animal species, as well as wildlife and trail connections to the American River Parkway system.

Easton Place consists of 183 acres centered on the existing Hazel Avenue light rail station on Folsom Boulevard. The majority of Easton Place is located within a half-mile radius of the light rail station, which will also serve as a center for local and regional bus transit service. Easton Place is a mixed-use, transit-oriented community close to Highway 50, Hazel Avenue, and Folsom Boulevard. The project has been approved by the County for 1,644 housing units, 3,527,900 square feet of commercial and office uses, and 7.5 acres of parks and open space.

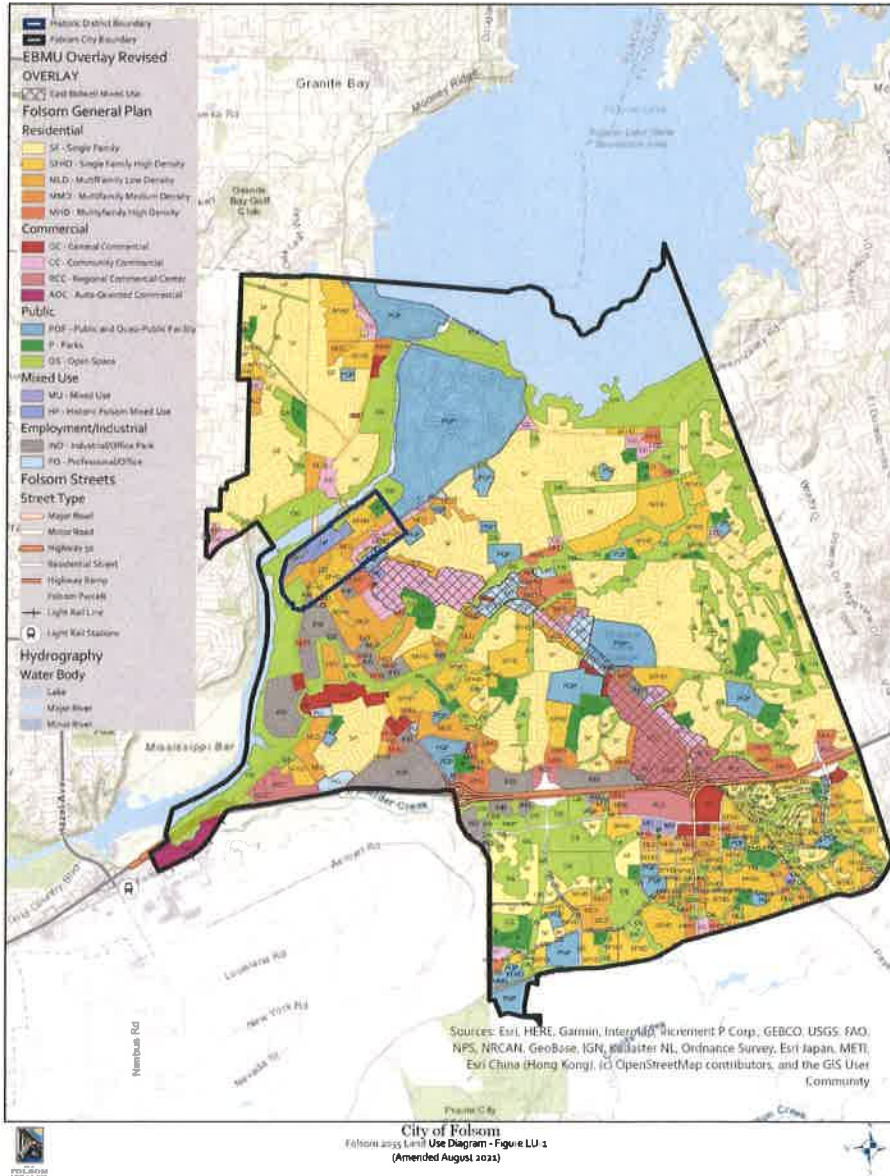
Combined, Easton Place and Glenborough at Easton represent 1,391 acres, 4,883 housing units, and over 4.2 million square feet of commercial and office space. Approximately 37 percent of the combined acreage (521 acres) is devoted to parks and open space and, in addition to the Alder Creek corridor, includes 165 acres of additional open space, 60 acres of parks, a 26-acre community resource area, and over nine miles of trails. Three schools, two fire stations, one public safety center, and a library are also included, as is parallel road capacity to Highway 50.

The projects are fully entitled, including the certification of the EIR; the 404 permit has been obtained; the water supply is established and will be provided by the City of Folsom; school mitigation and park development agreements have been approved; Phase 1 improvement plans have been prepared; and the structures for CFD financing districts have been approved.

The area south of White Rock Road within the General Plan Planning Area is outside the city limits and Sphere of Influence, and within unincorporated Sacramento County. The area largely consists of grazing land, but also includes gravel quarries and a section of the Prairie City State Vehicular Recreation Area. The City is exploring potentially relocating the City Corporation Yard within this area. The Sacramento County 2030 General Plan designates this area as General Agriculture. However, the 2050 Sacramento Regional Blueprint identifies this area as "vacant urban designated land." Given the location adjacent to Folsom City limits, the potential impacts of truck traffic from the quarries, and the proposed location of the City corporation yard, it is important that the City stay abreast of activities within this area for potential impact on the City of Folsom.

Since 1996, the City of Folsom has been in a Memorandum of Understanding (MoU) with the Local Agency Formation Commission and Sacramento County. The MoU guarantees that the City will be notified of any land use changes in the Area of Concern adjacent to the southern edge of the current Sphere of Influence, as any land use changes or other governmental actions taken by Sacramento County will impact the City of Folsom.

Figure LU-1: Land Use Diagram





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Growth and Change

Folsom has grown considerably since its founding in the 1800s and incorporation in 1946. Throughout its history Folsom's growth has led to prosperity, and policies in this section aim to continue that legacy. Some policies are continuations of successful long-standing City policies, while others are new and reflect contemporary planning practices and anticipate future challenges and opportunities.

Goal LU 1.1

Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

LU 1.1.1 Zoning Ordinance

Ensure that the Folsom Zoning Ordinance is consistent with the policies and programs of the General Plan. **RDR**

LU 1.1.2 Land Use Cooperation

Coordinate with Sacramento, Placer, and El Dorado Counties, as well as the Sacramento Area Council of Governments (SACOG) and Sacramento Local Agency Formation Commission (LAFCo), on land use decisions that may impact Folsom. **IGC**

LU 1.1.3 Annexation and Services

Require applicants applying for annexation of lands to the city to demonstrate the financial benefit to the City. **RDR**

LU 1.1.4 Sphere of Influence for Corporation Yard

Coordinate with LAFCO to revise the Sphere of Influence to permit the new corporation yard. **IGC**

LU 1.1.5 Specific Plans

Require the adoption of specific plans for new growth areas. **MPSP**

LU 1.1.6 Compact Development Patterns

Encourage compact development patterns that support walking, bicycling, transit usage, and more efficient use of land. **MPSP**

LU 1.1.7 Concentrated Development

Allow project applicants to concentrate the proposed development on a portion of the site through the clustering of buildings to encourage the preservation of open spaces, cultural resources, and natural features of the landscape. **RDR**

LU 1.1.8 Preserve Natural Assets

Maintain the existing natural vegetation, landscape features, open space, and viewsheds in the design of new developments. **RDR**

LU 1.1.9 Preserve Historic Resources

Recognize the importance of history in the City of Folsom, and preserve historic and cultural resources throughout the city, to the extent feasible. **RDR**

LU 1.1.10 Network of Open Space

Ensure designated open space is connected whenever feasible with the larger community and regional network of natural systems, recreational assets, and viewsheds. **SO**

LU 1.1.11 Vacant and Underutilized Sites

Monitor residential and non-residential development and make adjustments as necessary to the amount of land designated for various uses and the rate of project approvals to promote a reasonable citywide balance between new employment-generating development and housing development. **MPSP**

LU 1.1.12 Infill Development

Coordinate with the real estate development community to encourage infill development in key parcels north of U.S. Highway 50. Infill development should follow these guidelines:

1. *Respect the local context.* New development should improve the character and connectivity of the neighborhoods in which it occurs. Physical design should respond to the scale and features of the surrounding community, while improving critical elements such as transparency and permeability.
2. *Work with neighbors.* Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood input while fulfilling the community's larger goals for walkability and compact development. **JP**

LU 1.1.13 Sustainable Building Practices 🌐

Promote and, where appropriate, require sustainable building practices that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable. **RDR**

LU 1.1.14 Promote Resiliency 🌐

Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations, as well as upstream, neighboring, and regional groups to effectively partner on and promote the issues relating to air quality, renewable energy systems, sustainable land use, adaptation, and the reduction of greenhouse gas (GHG) emissions. **JP**

LU 1.1.15 SACOG Blueprint Principles

Strive to adhere to the Sacramento Regional Blueprint Growth Principles (see Appendix B). **IGC**

LU 1.1.16 Community Engagement in the Planning Process

Engage the community in the planning process. Ensure the public has access to accurate and timely information and has convenient and meaningful ways to contribute ideas. **IGC**

Urban Centers

In 2015, Folsom is a city with two distinct urban centers. Historic Folsom, the long-time heart of the city, is the first urban center. The Broadstone District, with the Palladio at the center, is a newer urban town center. Between now and 2035 the South of Highway 50 Town Center will begin construction. Folsom has other important centers of activity; the three identified here serve large, geographically-distinct areas and offer a wide range of amenities.

With three distinct centers, Folsom will have gathering places near every Folsom resident. Residents can attend an event, shop, and dine within a short walk, bike ride, or drive from their homes. Policies in this section consider this overall city structure and support and enhance urban centers. This focus on creating and enhancing urban centers reflects the broader goal of the General Plan, which is that people, and not the automobile, are at the center of Folsom's planning today.

Historic Folsom



Historic Folsom has been a center for the city since California's Gold Rush and its compact, interconnected streets are an example of 'old urbanism.' In recent years the City has undertaken several projects to rejuvenate the district. The City built a new parking garage and refurbished a historic railroad turntable. In 2011 the City worked with area merchants to revitalize historic Sutter Street. Historic Folsom is also the final stop on the Gold Line light rail that takes passengers as far as Downtown Sacramento.

Broadstone District



The Broadstone District is Folsom's newest shopping and entertainment district. The Palladio, a "lifestyle center" that arranges shopping, dining, and entertainment options in a walkable layout, forms the heart of the Broadstone District. The Palladio is ringed by other new shopping and dining options and as the District grows, additional offerings, connections, and housing will allow it to mature into a true mixed-use center.

South of Highway 50 Town Center



This urban center is still in the planning stages. The Folsom Plan Area Specific Plan sets the course for development south of Highway 50 and describes the town center as a place with a mix of retail, high-density housing, and employment uses. This town center will serve as a community focal point for the entire new development south of Highway 50.



Goal LU 2.1

Develop and support thriving urban centers that serve as community gathering places.

LU 2.1.1 Historic Folsom

Maintain the existing street fabric and pattern and enhance the tourist-oriented, historic commercial uses in the Historic Folsom commercial areas to preserve the unique character of Folsom's historic center and support local business. **RDR**

LU 2.1.2 Broadstone District

Encourage a mix of uses, including an emphasis on high-density residential, and pedestrian- and bicycle-friendly street patterns in the Broadstone District to increase its functionality as a vibrant gathering place for the community. **RDR**

LU 2.1.3 South of 50 Town Center

Encourage the establishment of a town center south of Highway 50 that serves as a community gathering place. The town center should be easily accessible by all modes of transportation and have a fine-grained mix of uses, including retail, service, residential, public, entertainment, and recreation uses that creates a walkable environment. **RDR**

Mixed-Use Districts

Policies in this section support the development of mixed-use districts in appropriate areas, particularly along East Bidwell Street. Mixed-use districts consist of three or more different uses, including office, retail, entertainment, civic, and housing. They are nodes of activity that support walkable, urban lifestyles. Mixed-use districts provide a diversity of housing types, the kind that often attracts young, educated workers, a demographic critical to the continued economic vitality of Folsom. Empty nesters, who want to stay in their community but no longer want the maintenance or costs associated with a detached home, are attracted to mixed-use districts. Mixed-use designations give property owners additional flexibility. If they choose to redevelop their property, they can choose a range of uses to meet existing or growing market needs. Or they can maintain the existing site uses until the market demands a more diverse and intense land use.

Goal LU 3.1

Encourage mixed-use development projects that create vibrant, walkable districts.

LU 3.1.1 Mixed-Use Nodes

Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail developments along corridors. **RDR**

LU 3.1.2 Districts and Corridors

Encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create distinct and unique areas of the city. **RDR**

LU 3.1.3 Mixed-Use Design

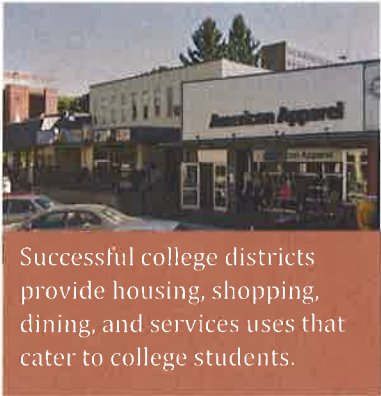
Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor spaces adjacent to sidewalks.

RDR

LU 3.1.4 Compatibility with Adjoining Uses

Encourage development and redevelopment of higher-density mixed-use development within districts and along corridors to be compatible with adjacent land uses, particularly residential uses. **RDR**





LU 3.1.5 East Bidwell Street

Encourage new development along East Bidwell Street by creating a stronger mixed-use development pattern, both horizontal and vertical, with an emphasis on medium- and higher-density housing, while also addressing local and citywide demand for retail and services. **RDR**

LU 3.1.6 Central Commercial District

Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road. **RDR**

LU 3.1.7 Creekside District

Encourage development of a medical and assisted living district centered around Mercy Hospital Folsom and East Bidwell Street that includes a mix of uses, including medical offices, housing, and related retail and service uses. **RDR**

LU 3.1.8 College District

Encourage development of a vibrant, walkable district centered around Folsom Lake College and East Bidwell Street that includes student and faculty housing, retail, and daily service uses for students, faculty, and staff. **RDR**

Transit-Oriented Development

Transit-oriented development (TOD) is development that combines street patterns, parking management strategies, and building density to take advantage of nearby transit service. Typically, TOD works best with high-frequency transit lines such as light rail and frequent bus service. Folsom is served by Regional Transit's Gold Line light rail that connects Historic Folsom to the Sacramento Valley Station in downtown Sacramento. There are three Gold Line stations in Folsom, each with a different amount of existing surrounding development and commuter parking nearby.

Every four years the Sacramento Area Council of Governments (SACOG) prepares a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento Region. The 2016 MTP/SCS identifies Transit Priority Areas (TPAs), which are areas within one-half mile of major transit stops or high-quality transit corridors. The MTP/SCS identifies three TPAs: one around each of the three light rail stations. With the passage of SB 375 in 2008, there are a variety of CEQA streamlining benefits available to projects that are consistent with the MTP/SCS, particularly projects within TPAs.



Historic Folsom Station

Historic Folsom Station is at the west end of Sutter Street, the spine of the historic district. The City's corporation yard is within a quarter mile of the station, and the City is planning on vacating the site by 2035. The site south of Leidesdorff Street and north of Sutter Street is vacant. Both sites could be appropriate for transit-oriented development. The Historic District differs from the rest of Folsom, and while the policies in this section apply to all the stations, development that is appropriate at the Glenn Station or Iron Point Station might not be appropriate around the Historic Folsom Station.

Glenn Station

Glenn Station is at the intersection of Folsom Boulevard and Glenn Drive. A park-and-ride lot and the Kikkoman Foods facility surround the east side of the station, making it a useful station for people commuting in and out of town. The State Department of Parks and Recreation and the United States Bureau of Reclamation manage the land to the west of Folsom Boulevard, including the dredge tailings that cover most of the site. The American River Bike Trail runs on the west side of the site. Any changes in this area would require close coordination with the State Department of Parks and Recreation.

Iron Point Station

The Folsom Premium Outlets anchor the Iron Point Station. Other retail options, including a hotel and movie theater, help create a shopping and retail hub. On the northwest side of Folsom Boulevard, the American River Bike Trail weaves through the Willow Creek Recreation Area. New transit-oriented development, particularly mixed-use development, would likely occur only if existing retail sites were redeveloped.

Folsom may also be served by new transit lines and stations in the future. A frequent bus line may be built in the area south of Highway 50. In addition, the Gold Line may be expanded to serve other areas in Folsom. Folsom has development opportunities around existing stations and possible development opportunities around future stations.

The existing transit-oriented development focus areas are shown on the Land Use Diagram as circles with a quarter-mile radius around the station. A quarter-mile is roughly the distance a person would be willing to walk to reach a transit station. The focus area boundaries are not absolute and sites just outside the boundaries on the map may be suitable for transit-oriented development. Policies in this section aim to encourage successful, dense transit-oriented development near transit stations.

Goal LU 4.1

Establish transit-supported mixed-use districts near rapid transit stations that support the needs of commuters, residents, employees, business-owners, and patrons.

LU 4.1.1 Public/Private Partnerships

Coordinate with other public agencies and members of the business and real estate communities when supporting transit-oriented development in Folsom. **IGCJP**

LU 4.1.2 Mix of Uses Near Station

Encourage new development around transit stations that mix retail with a variety of housing and employment options to transform Folsom stations into destinations that take advantage of public investment in transit. **RDR**

CEQA BENEFITS PROVIDED BY SB 375

The CEQA benefits provided by SB 375 apply to three types of projects. Below is a summary of the types of development projects eligible for these CEQA benefits, specific qualifications for each project, and the types of CEQA streamlining available to each type of project.

Project Type	Qualifications	Streamlining Benefits
Mixed Use Residential	<ul style="list-style-type: none"> At least 75% of total building square footage for residential use Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS OR <ul style="list-style-type: none"> A Transit Priority Project as defined below 	Environmental documents are not required to reference, describe or discuss: 1) growth-inducing impacts, 2) impacts on transportation or climate change of increased car and truck VMT induced by project, 3) reduced-density alternative to project.
Transit Priority Project	<ul style="list-style-type: none"> At least 50% of total building square footage for residential use OR If 26–50% of total building square footage is non-residential, a minimum FAR of 0.75 Minimum net density of 20 du/acre Within 0.5 miles of major transit stop or high-quality transit corridor included in the regional transportation plan (No parcel more than 25% further, and less than 10% of units or no more than 100 units further than 0.5 miles) Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS 	Benefits described above PLUS option to review under a “Sustainable Communities Environmental Assessment” <ul style="list-style-type: none"> An Initial Study is prepared identifying significant or potentially significant impacts. Where the lead agency determines that cumulative impacts have been addressed and mitigated in the MTP/SCS, they will not be “considerable.” Off-site alternatives do not need to be addressed. Deferential review standard – the burden of proof for legal challenge is on the petitioner/plaintiff. Traffic control/mitigation may be covered by the MTP/SCS.
Sustainable Communities Project	Everything for Transit Priority Project PLUS: <ul style="list-style-type: none"> Served by existing utilities Does not contain wetlands or riparian areas Does not have significant value as a wildlife habitat and does not harm any protected species Not on the Cortese List Not on developed open space No impacts to historic resources No risks from hazardous substances No wildfire, seismic, flood, public health risk 15% more energy-efficient than CA requirements and 25% more water-efficient than average for community No more than 8 acres No more than 200 units No building greater than 75,000 square feet No net loss of affordable housing Compatible with surrounding industrial uses Within 1/2-mile of rail/ferry or 1/4-mile of high quality bus line Meets minimum affordable housing requirements as prescribed in SB 375 OR in-lieu fee paid OR 5 acres of open space per 1,000 residents provided 	Exempt from CEQA

LU 4.1.3 Maximize TOD-Related CEQA Streamlining Benefits 

Assist property owners and developers interested in building high-density housing and employment within SACOG Transit Priority Areas (i.e., one-half mile of light rail stations) to maximize CEQA streamlining benefits available through SACOG's MTP/SCS. **RDR**

LU 4.1.4 Restrict Auto-Oriented Uses Around Transit Stations

Restrict new auto-oriented uses (e.g., automobile repair, gas station, car wash, drive through restaurants, mini storage facilities) within one-quarter mile of light rail stations. **RDR**

LU 4.1.5 Connections Between Modes

Encourage transit transfer points to be located at rapid transit stops to facilitate connections between transit modes. In addition, the City should require stations to be pedestrian- and bicycle-friendly. **SO**

LU 4.1.6 Parking Management

Develop long-term parking management approaches that decrease the amount of land dedicated to surface parking while maintaining parking capacity. Solutions may include parking structures or shuttles to nearby parking. **SO**

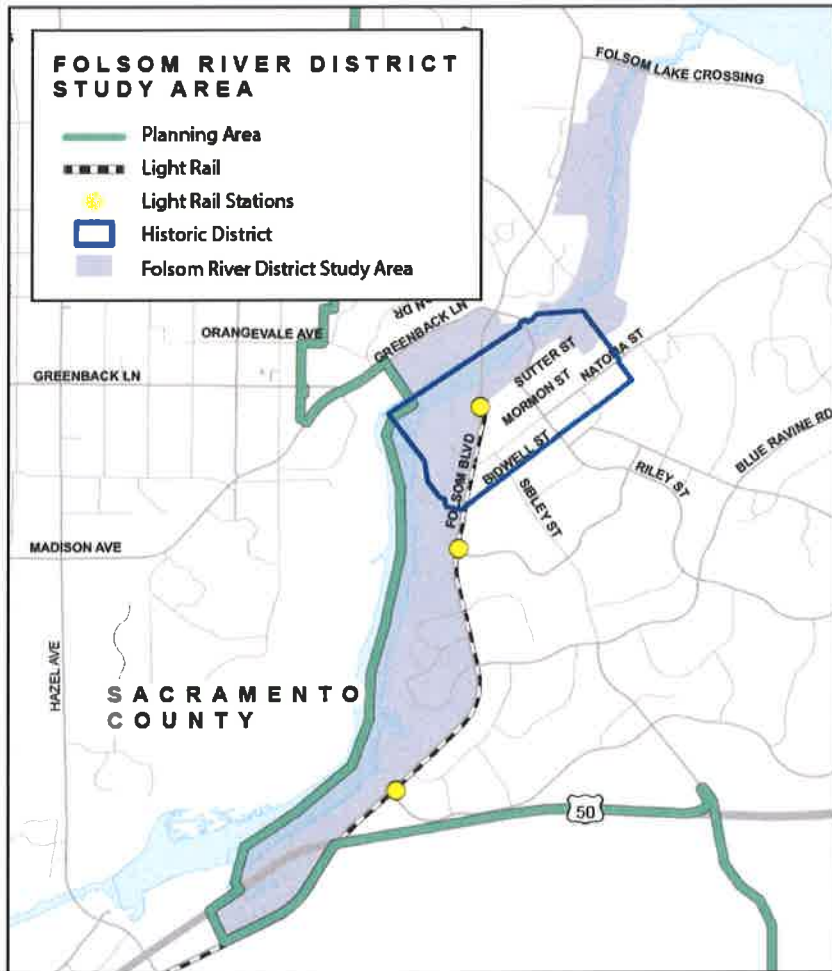
LU 4.1.7 Corporation Yard Special Study

Prepare a study of the existing Folsom corporation yard site to determine the best use for the site when Folsom moves its corporation yard. **MPSP**



River District

The riverfront areas of Folsom are great assets that are currently underutilized. While they offer recreational opportunities for Folsom residents, access to the river is limited. Folsom has the opportunity to make the river a more integral part of the community fabric by turning its attention to the river and increasing access. The General Plan policies in this section call for the preparation of a River District Master Plan. Much of the land surrounding the river is controlled by the California State Parks Department, so increasing access to the river will require close coordination with the State. Policies in the Parks and Recreation Element provide further guidance on the enhancement of riverfront areas and increased access for recreation.





Goal LU 5.1

Support the appropriate enhancement of Folsom’s riverfront areas for current and future residents in order to increase public access, recreational opportunities, and economic development in consultation with federal, state, and regional public land management agencies.

LU 5.1.1 Vision for the River District

Engage the community, stakeholders, and federal, state, and regional land management agencies in establishing a vision for Folsom’s River District. **MPSP**

LU 5.1.2 River District Master Plan

Consider the preparation of a River District Master Plan for Folsom’s riverfront area, that is based on widespread community engagement as well as coordination with the U.S. Bureau of Reclamation, California Department of Parks and Recreation, and Sacramento County Regional Parks Department. **MPSP**

LU 5.1.3 Enhance Lake Natoma with Compatible Recreation Uses

Enhance the role of Lake Natoma as a place to recreate and an amenity for Folsom residents, and elevate Lake Natoma’s role in supporting local and regional business and commerce, including tourism, recreation and leisure, while maintaining compatibility with the Folsom Lake State Recreation Area General Plan. Invest in strategically-located sites along the length of Lake Natoma for a diverse mix of passive and active recreation and tourism activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage. **MPSP**

LU 5.1.4 Honor Folsom’s Heritage

The River District Master Plan should include a means of honoring and interpreting Folsom’s heritage within the Historic District. **MPSP**

Residential Neighborhoods

Successful and stable neighborhoods are key to Folsom's long-term prosperity and quality of life. Folsom's historic neighborhoods fan out in a grid south of Sutter Street. Most of Folsom's neighborhoods outside of the historic district were designed and developed as part of a master plan, planned unit development, or specific plan. Policies in this section provide for the protection, maintenance, and enhancement of Folsom's residential neighborhoods.

Goal LU 6.1

Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

LU 6.1.1 Complete Neighborhoods

Encourage the establishment of "complete neighborhoods" that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities. **RDR**

LU 6.1.2 Historic Folsom Residential Areas

Preserve and protect the residential character of Historic Folsom's residential areas. **RDR**

LU 6.1.3 Efficiency Through Density

Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments. **RDR**

LU 6.1.4 Open Space in Residential Developments

Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres and, or parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common areas, landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and

landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase. **RDR**

LU 6.1.5 Off-Street Parking

Require sufficient off-street parking for residents be included in the design of all residential projects. Off-street parking for guests shall be included in the design of all multifamily projects. The City shall allow for reduced parking requirements for high-density residential and mixed-use developments near transit stations. **RDR**

LU 6.1.6 Senior and Convalescent Housing

Encourage the development of independent living, assisted living, and convalescent housing facilities that provide health care for seniors. Proposed facilities shall be evaluated based on the location and impacts on services and neighboring properties, and not on a density basis. Independent living facilities should be located in walkable environments to improve the health and access of residents. **RDR**

LU 6.1.7 Residential Densities in Area Plans and Specific Plans

Allow residential densities within an area plan or specific plan to vary, provided that the overall dwelling unit buildout within the plan area shall not exceed that authorized by the General Plan. **RDR**

LU 6.1.8 Home-Based Businesses

With issuance of a home occupation permit, allow home offices and home-based businesses that are compatible with the character of the residential unit and do not significantly impact the neighborhood. **RDR**

LU 6.1.9 Religious Institutions

Require religious institutions in residential neighborhoods be designed to be compatible with the residential character of the neighborhood and include:

1. Access to the property via an arterial or collector street;
2. The screening of parking with landscaping and/or materials that will blend with surrounding natural and constructed features of the neighborhood; and
3. The shielding of adjacent residential properties from direct light and glare from the property. **RDR**

LU 6.1.10 Enhanced Walking and Biking

Where volume-to-capacity analysis demonstrates that bike lanes and pedestrian improvements can be included in the public right-of-way, encourage opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:

- introducing new pedestrian and bicycle connections;
- adding bike lanes and designating and signing bike routes;
- narrowing streets where they are overly wide;
- introducing planting strips and street trees between the curb and sidewalk; or
- introducing appropriate traffic-calming improvements. **RDR** **FB**



Commercial Centers

Commercial centers consist of office, retail, service, and entertainment uses. Folsom's commercial centers meet the needs of residents and attract shoppers from the entire region. Commercial centers create jobs for Folsom's workforce and provide critical sales tax revenue to fund the City's efforts to ensure a high quality of life for residents. Policies in this section support Folsom's commercial centers and ensure their long-term success.

Goal LU 7.1

Provide for a commercial base of the city to encourage a strong tax base, more jobs within the city, a greater variety of goods and services, and businesses compatible with Folsom's quality of life.

LU 7.1.1 Standards for Commercial Uses

Require new commercial uses to be subject to design and parking standards for:

1. The number and location of allowed curb cuts;
2. Landscaping or parking areas;
3. The location, size, number, and construction of signs; and
4. The configuration and design of commercial buildings.
5. Provision of designated, defined bicycle routes from public right-of-way to bicycle parking/pedestrian corridors. **RDR**

LU 7.1.2 Enhance Vitality of Commercial Areas

Encourage development of underutilized and vacant parcels in commercial zones to improve the aesthetic appearance and enhance the vitality of commercial areas. **RDR**

LU 7.1.3 Commercial Expansion

Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors. **RDR**

LU 7.1.4 “Strip” Commercial Uses

Prohibit new “strip” center development patterns along arterial streets. Strip centers are characterized by low-density commercial frontage with parking in front of the building and multiple access driveways. **RDR**

LU 7.1.5 Open Space

Require all commercial development and commercial portions of mixed-use development to contain at least 10 percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. Developments in mixed-use designations in the FPASP shall provide at least five percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. **RDR**

LU 7.1.6 Regional Commercial Centers

Require regional commercial centers to be located close and accessible to U.S. Highway 50, preferably near an interchange. **RDR**

LU 7.1.7 Hotels

Encourage the development of hotels and related convention facilities within commercial and mixed-use districts, with an emphasis on high-quality development. **MPSPDRD**

Employment/Industrial Uses

Folsom’s excellent quality of life depends on a strong local economy with good paying jobs that are stable for both the existing and future economy. Supportive land use policies can help attract and retain employers. Policies in this section create a land use policy framework aimed at retaining and attracting new employers while mitigating any negative impacts of employment uses on the rest of the community.

Goal LU 8.1

Encourage, facilitate, and support the location of office, creative industry, technology, and industrial uses and retention of existing industry in appropriate locations.

LU 8.1.1 Industrial Expansion

Promote and assist in the maintenance and expansion of Folsom’s employment sector in areas where services are

readily available, including: adequate water, wastewater, and storm drainage facilities as well as easy access to multiple modes of transportation. **RDR**

LU 8.1.2 Small-Scale Industrial

Ensure the Zoning Ordinance allows opportunities for small-scale industrial and service commercial uses (e.g., auto repair) while considering impacts on nearby residential neighborhoods. **MPSP**

LU 8.1.3 Clusters

Encourage complementary businesses and businesses from the same industry to locate in Folsom. These business clusters will benefit from shared resources, a pool of skilled employees, secondary support industries, and concentrated marketing efforts. **RDRMPSP**

LU 8.1.4 Adjacent Uses and Access

Discourage industrial development in locations where access conflicts with neighboring land uses. **RDR**

LU 8.1.5 Transit

Encourage new employment uses to locate where they can be easily served by public transit. Transit centers should be incorporated into the project, when appropriate. **RDRSO**

LU 8.1.6 Internal Circulation

Require industrial/office parks be designed with internal circulation and incorporate buffering and landscaped setbacks to minimize potential adverse impacts on adjacent land uses. **RDR**

Community Design

Folsom has a strong tradition of high-quality design that establishes a unique identity. Policies in this section further solidify and advance Folsom’s overall community look and feel. The policies build on Folsom’s design heritage and continue to push the boundaries of good community design.

Goal LU 9.1

Encourage community design that results in a distinctive, high-quality built environment with a character that creates memorable places and enriches the quality of life of Folsom’s residents.

LU 9.1.1 Combine Driveways

Encourage property owners in retail corridors to reduce the number of driveways along arterial roads. When possible, property owners should cooperate through reciprocal access and parking or similar agreements linking parking lots to minimize traffic congestion on the arterial road. **RDR**

LU 9.1.2 Retail Development Design Standards

Develop, maintain, and implement design standards for retail development to ensure retail districts have well-developed landscape buffers, decorative treatments to building facades, and a variety of building heights and roof lines. **RDR MPSP**

LU 9.1.3 Eliminate Large Blocks

Encourage the insertion of new streets or pedestrian ways in large “super blocks” that do not have public streets bisecting them. These large blocks are common in retail corridors and can reduce pedestrian and bicycle connections to these areas. **RDR**

LU 9.1.4 Gateways

Continue to establish key gateways to Folsom through landscape design, appropriately-scaled signage, building form, and historic themes to create a unique sense of place. **MPSP**

LU 9.1.5 Pedestrian-Friendly Entrances

Encourage automobile-oriented business districts to provide clear and legible entry features, connected by pedestrian-friendly walkways. **RDR**



These two strip malls in another community have four driveways nearly adjacent to each other. This creates an unsafe and unpleasant environment for pedestrians and drivers.



Some communities use arches or highly visible signage to signify a community gateway. The Johnny Cash Bridge serves as a gateway into Folsom.



LU 9.1.6 Community Beautification

Encourage the landscaping of public rights-of-way and planting of street trees to beautify Folsom consistent with water-wise policies. **SO RDR**

LU 9.1.7 District Identity

Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes. **RDR**

LU 9.1.8 Cool Paving

Identify opportunities to use cool paving materials and consider the use of permeable pavement for streets and trails, where feasible. **SO RDR**

LU 9.1.9 Passive Solar Access

Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access. **RDR**


Deleted: <#>Renewable and Alternative Energy Generation Systems 
Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments. **RDR**

EXHIBIT D

Safety and Noise Element Update
and
Appendix D: Climate Adaptation and Resilience Report



9

Safety and Noise

Safety is a basic human need and is required for a community to thrive. The goals and policies in this element are designed to protect and enhance public health and safety of Folsom residents, property, and environment. Folsom is susceptible to several kinds of hazards, and the policies in this element are intended to address these hazards. This element also protects the community from the unwanted impacts of excessive noise.

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Emergency Preparedness

A community with a plan of action in case of emergency can better respond to disasters and more quickly recover from them. Folsom faces potential hazards in the form of earthquakes, liquefaction, flooding, wildfires, hazardous materials, and noise. Policies in this section ensure that Folsom is adequately prepared for any type of foreseeable hazard or emergency.

Goal SN 1.1

Maintain an effective response to emergencies, provide support and aid in a crisis, and repair and rebuild after a crisis.

SN 1.1.1 **Emergency Operations Plan**

Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications. **MPSP**

SN 1.1.2 **Evacuation Route Assessment**

Periodically analyze the capacity, safety, and viability of the City's evacuation routes under a range of emergency scenarios during updates to the City's Evacuation Plan included in the City's Emergency Operations Plan. **MPSP**

SN 1.1.3 **Access Roads**

Require development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently. The width, surface, grade, radius, turnarounds, turnouts, bridge construction, and lengths of fire apparatus access roads shall meet the requirements of the State and existing City requirements. **RDR**

SN 1.1.4 **Community Emergency Response Team**

Support the Community Emergency Response Team program to train and prepare residents to mobilize in the event of a disaster. **MPSP**

SN 1.1.5 **Cooperation**

Coordinate with emergency response agencies, school districts, utilities, relevant nonprofits, and business interests to ensure a coordinated response to and recovery from a disaster. **IGC JP**



SN 1.1.4 SN 1.1.6 Multi-Hazard Mitigation Plan

Maintain on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan within the city. **MPSP**

SN 1.1.7 Climate Change Response Capacity Assessment

Maintain the City's capacity to respond to hazards by assessing future increases in the severity and frequency of these events and increase capacity as needed to adequately respond to future hazard impacts. **MPSP** **FB**

Geologic and Seismic Hazards

California is a geologic and seismically active state. No major faults cross Folsom, but nearby faults could create hazardous conditions for Folsom residents. If not adequately prepared, buildings, roads, bridges, utility lines, and other infrastructure could be damaged or destroyed. Policies in this section require Folsom to prepare for geologic and seismic hazards and their impacts.

Goal SN 2.1

Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.

SN 2.1.1 Requirements

Develop, maintain, and implement land use planning, building construction, and retrofitting requirements consistent with State standards to reduce risk associated with geologic and seismic hazards. **MPSP**

SN 2.1.2 Roads, Bridges, and Utility Lines

Ensure that the design and engineering of new roads, bridges, and utility lines can withstand movement or ground failure associated with the seismic risk in Folsom consistent with State standards. **SQ**

SN 2.1.3 Asbestos

Require new development projects in areas containing naturally-occurring asbestos to ~~mitigate~~ reduce the hazards associated with asbestos consistent with State law. **MPSP**

SN 2.1.4 Dredge Tailings

Require new development on dredge tailings to conform to the guidelines and regulations of the California Geological Survey. **RDR**

Flood Hazards

Folsom is bisected by the American River, as well as smaller streams. The city also shares borders with Lake Natoma and Folsom Lake. These bodies of water create an environment where flooding is a possibility, particularly in the small streams that wind through Folsom. Policies in this section seek to prepare Folsom for flooding and minimize the risk to residents and property.

Goal SN 3.1

Minimize the risk of flooding hazards to people, property, and the environment.

SN 3.1.1 200-Year Floodway

Regulate new development or construction within the 200-year floodway to assure that the water flows upstream and downstream from the new development or construction will not be altered from existing levels. **RDR**

SN 3.1.2 Development within the Inundation Boundary

Coordinate with the U.S. Army Corps of Engineers in developing standards for development within the inundation boundary resulting from a failure of Folsom Dam or the dikes retaining Folsom Lake. **IGC**

SN 3.1.3 Public Facilities

Require that new critical facilities (e.g., hospitals, emergency command centers, communication facilities, fire stations, police stations) are located outside of 100- and 200-year floodplains, or where such location is not feasible; design the facilities to mitigate potential flood risk to ensure functional operation during a flood event. **SO**

SN 3.1.4 Flood Control Costs

Minimize new development in the 200-year floodway to reduce the long-term public costs of building and maintaining flood control improvements, as required by FEMA and State law. **RDR**

SN 3.1.5 Agency Coordination

Coordinate with local, regional, State, and Federal agencies with responsibility for flood management to minimize flood hazards and improve safety. **IGC**

SN 3.1.6 — Climate Change Informed Flood Standards

Update and maintain the City's design standards related to stormwater and flood management based on the best available data regarding the increased intensity, duration, and frequency of future flood events. **RDR**



Wildfire Hazards

Significant parts of Folsom fall within moderate or high wildfire risk areas, particularly along the American River and near the Folsom-El Dorado Hills border. The region's hot, dry summers create an annual wildfire threat. Policies in this section aim at minimizing the risk of wildfires and preparing Folsom for wildfires.

Goal SN 4.1

Minimize the adverse impacts resulting from wildfires.

SN 4.1.1 Defensible Space

Require development in the urban-wildland interface to use "defensible space" design and maintenance to protect lives and property from the risk associated with wildfires. Defensible space techniques include planting [lessfewer](#) flammable species around buildings, such as fire resistant native and adapted species, and the use of mulch to prevent erosion on bare soil. **RDR**

SN 4.1.2 Coordination

Coordinate with fire protection and emergency service providers to assess wildfire hazards before and after wildfire events. Providers should coordinate efforts to effectively address any wildfire threat. **IGC**

SN 4.1.3 Community Wildfire Preparedness Plan

Maintain the City of Folsom Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. **MPSP**

SN 4.1.4 Wildland Fire Risk Reduction

To reduce the risk of wildland fire, continue to implement Wildland-Urban Interface Building Standards, vegetative fuels management, evacuation planning, and public education. [Ensure that there is adequate water flow to combat structural and wildland fires to protect existing and future development.](#) **RDR MPSP PI**

SN 4.1.5 Wildfire Smoke Education

Educate the City's population about the health impacts from poor air quality from wildfire smoke through education and outreach, focusing on protection of vulnerable populations including youth and seniors. 



Hazardous Materials

Hazardous materials include a wide variety of substances found in homes as well as in industry. Used motor oil, paint, solvents, gasoline, and refrigerants are only a small list of the substances considered potentially hazardous to humans and the environment. Policies in this section support Folsom’s hazardous materials programs to minimize the risk of hazardous materials.

Goal SN 5.1

Protect the health and welfare of the residents of Folsom through the management and regulation of hazardous materials in a manner that focuses on preventing problems.

SN 5.1.1 Hazardous Materials Management System

Coordinate with industry, community groups, and government agencies to maintain and implement an effective, workable, and fair hazardous materials management system. **IGG JP**

SN 5.1.2 Hazardous Materials Education

Educate the general public and interested parties on the technical and administrative developments in the field of hazardous materials management. **PI**

SN 5.1.3 Workplace Safety

Encourage the effective implementation of workplace safety regulations and assure that hazardous material information is available to users and employees. **RDR**

SN 5.1.4 Transport of Hazardous Materials

Strive to protect residents and sensitive facilities from avoidable incidents in the transportation of hazardous materials in the county. **MPSP**

Noise

Unwanted noise can be a nuisance that impacts quality of life. In extreme cases excessive noise can cause health problems. Vehicle traffic on freeways and major roadways, aircraft fly-overs, industrial activities, and outdoor recreation venues are sources of noise that affect the city. Policies in this section propose mitigation measures to address the harmful effects of noise.

Goal SN 6.1

Protect the citizens of Folsom from the harmful effects of exposure to excessive noise and to protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

SN 6.1.1 Noise Mitigation Strategies

Develop, maintain, and implement strategies to abate and avoid excessive noise exposure in the city by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses. **MPSP**

SN 6.1.2 Noise Mitigation Measures

Require effective noise mitigation for new development of residential or other noise sensitive land uses to reduce noise levels as follows:

1. For noise due to traffic on public roadways, railroad line operations, and aircraft: achieve compliance with the performance standards within Table [SN-2SN-1](#).
2. For non-transportation-related noise sources: achieve compliance with the performance standards contained within Table [SN-1SN-2](#).
- 3.—If compliance with the adopted standards and policies of the Safety and Noise Element will not be achieved even with feasible mitigation measures, a statement of overriding considerations for the project must be provided. **RDR**

SN 6.1.3 **Acoustical Analysis**

Require an Acoustical Analysis prior to approval of proposed development of residential or other noise-sensitive land uses in a noise-impacted area. **RDR**

SN 6.1.4 **Noise and Project Review**

Develop, maintain, and implement procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes. The appropriate time for requiring an acoustical analysis would be as early in the project review process as possible so that noise mitigation may be an integral part of the project design. **RDR**

SN 6.1.5 **Automobile Noise**

Encourage the enforcement of the existing section of the California Vehicle Code relating to adequate vehicle mufflers and modified exhaust systems. **RDR**

SN 6.1.6 **Aircraft Noise**

Strive to reduce noise from aircraft travel over Folsom. **IGC**

SN 6.1.7 **Noise Barriers**

If noise barriers are required to achieve the noise level standards contained within this Element, the City shall encourage the use of these standards:

1. Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm so that the total height of the solid portion of the barrier (such as masonry or concrete) does not exceed six feet.
2. The total height of a noise barrier above roadway elevation should normally be limited to 12 feet.
3. The noise barriers should be designed so that their appearance is consistent with other noise barriers in the project vicinity. **RDR**

SN 6.1.8 **Vibration Standards**

Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria

as shown in Table SN-3 (Groundborne Vibration Impact Criteria for General Assessment). **RDR**

Table SN-1: Noise Compatibility Standards

Land Use	Exterior Noise Level Standard for Outdoor Activity Areas ^a	Interior Noise Level Standard	
	L _{dn} /CNEL, dB	L _{dn} /CNEL, dB	L _{eq} , dB ^b
Residential (Low Density Residential, Duplex, Mobile Homes)	60 ^c	45	N/A
Residential (Multi Family)	65 ^d	45	N/A
Transient Lodging (Motels/Hotels)	65 ^d	45	N/A
Mixed-Use Developments	70	45	N/A
Schools, Libraries, Churches, Hospitals, Nursing Homes, Museums	70	45	N/A
Theaters, Auditoriums	70	N/A	35
Playgrounds, Neighborhood Parks	70	N/A	N/A
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	N/A	N/A
Office Buildings, Business Commercial and Professional	70	N/A	45
Industrial, Manufacturing, and Utilities	75	N/A	45

Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Community Development Department.

- a) Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single-family residential units, and the patios or common areas where people generally congregate for multifamily development. Outdoor activity areas for nonresidential developments are considered to be those common areas where people

generally congregate, including outdoor seating areas. Where the location of outdoor activity areas is unknown, the exterior noise standard shall be applied to the property line of the receiving land use.

- b) As determined for a typical worst-case hour during periods of use.
- c) Where it is not possible to reduce noise in outdoor activity areas to 60 dB, L_{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 65 dB, L_{dn} /CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
- d) Where it is not possible to reduce noise in outdoor activity areas to 65 dB, L_{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 70 dB, L_{dn} /CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Table SN-2: Noise Level Standards from Stationary Sources		
Noise Level Descriptor	Daytime (7:00 A.M. to 10:00 P.M.)	Nighttime (10:00 P.M. to 7:00 A.M.)
Hourly L_{eq} , dB	55	45
Maximum level, dB	70	65

Noise levels are measured at the property line of the noise-sensitive use.

Table SN-3: Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels (VdB)		
	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations	65 ^d	65 ^d	65 ^d
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Source: Federal Transit Administration, *Transit Noise Impact and Vibration Assessment*, May 2006.

Vibration levels are measured in or near the vibration-sensitive use.

- a) "Frequent Events" is defined as more than 70 vibration events of the same source per day.
- b) "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
- c) "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
- d) This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.



Extreme Heat

Extreme heat events are projected to become more intense and frequent. Vulnerable populations including youth, seniors, and individuals with existing cardiovascular and respiratory health conditions are particularly vulnerable to heat waves events. The increased frequency and severity of extreme heat events are also projected to degrade the lifespan of important infrastructure such as roadways as well as increase energy demand for cooling, placing increased stress on the electricity grid.

Goal SN 7.1

Protect the City's critical infrastructure and citizens from the most severe effects of extreme heat events with an increased focus on protecting vulnerable populations including youth, seniors, and individuals with underlying health conditions.

SN 7.1.1 Upgrading Heat Sensitive Infrastructure

Upgrade existing heat-sensitive infrastructure and design new infrastructure to withstand the future intensity and frequency of extreme heat events. **SO**

SN 7.1.2 Comprehensive Cool City Strategy

Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect through various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city. **MPSP IGC**

SN 7.1.3 Heat-Sensitive Populations

Educate the community to help protect vulnerable populations from the increasing intensity of extreme heat events. **PI**

SN 7.1.4 Climate-Smart Electricity Grid

Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods. **IGC PI**

Appendix D:
Climate Adaptation and Resilience Report
for City of Folsom

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Introduction

The effects of climate change are already occurring at global and regional scales and will continue to worsen existing hazards in the City of Folsom (hereafter referred to as “city”). The primary effects of climate change include increased temperatures and changes in precipitation patterns. These impacts are expected to heighten and exacerbate risks posed by secondary climate effects, including extreme heat events, wildfire, drought, flooding, and large storms. While many of these hazards have existed historically in the city, the frequency and intensity of many of these hazards is projected to increase because of global climate change.

This Climate Adaptation and Resilience Report (report) serves as a climate change vulnerability assessment, which is intended to inform the development of adaptation strategies by analyzing the city’s exposure to existing hazards, sensitivity to these hazards, potential climate-related impacts from these hazards, and the City of Folsom government’s (City) existing capacity to prepare and adapt for these impacts, known as adaptive capacity. This report is intended to accompany a set of adaptation strategies that will be incorporated into the Safety Element of the City of Folsom 2035 General Plan. Both the vulnerability assessment and the adaptation strategies are intended to help the City prepare for the impacts of climate change and remain consistent with Government Code Section 65302, as amended by Senate Bill (SB) 379, which requires jurisdictions in California to assess and prepare for climate change as part of their next Safety Element update.

Climate Change Background

Greenhouse gas (GHG) emissions are responsible for causing climate change. The largest source of GHG emissions from human activities is the burning fossil fuels for electricity, heat, and transportation. The combustion of fossil fuels, among other human activities, since the Industrial Revolution in the 19th century has introduced GHGs into the atmosphere at an increasingly accelerated pace, intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth’s climate, known as global climate change or global warming. Climate change has more recently become a priority issue on an international, national, and local scale as recent climate data reveal more extreme weather patterns, increased average global temperatures, and the rapid melting of the Earth’s Arctic and Antarctic poles and glaciers.

The global average temperature is expected to increase by 3.7 degrees Celsius (°C) (6.7 to 8.6 degrees Fahrenheit [°F]) by the end of the century unless additional efforts to reduce GHG emissions are made (IPCC 2014). Depending on future GHG emissions, average annual maximum daily temperatures in California are projected to increase between 4.4 and 5.8°F by 2050 and by 5.6 to 8.8°F by 2100 (OPR, CEC, and CNRA 2018a). The state and the city have already begun to experience extreme weather effects, the frequency and intensity of which have been worsened by climate change (OPR, CEC, and CNRA 2018a). Extreme weather effects such as volatility in precipitation, increased average temperatures, and increased frequency of extreme heat events have led to increases in the frequency and intensity of human health and safety hazards such as wildfires, droughts, and changes in the available water supply.

Regulatory Setting and Guidance Documents

This section provides a summary of the relevant regulations and guidance documents and resources that were used to help develop the vulnerability assessment and adaptation strategies included in this report.

SENATE BILL 379

According to SB 379, general plan safety elements must address climate change vulnerability, adaptation strategies, and emergency response strategy. Upon adoption of SB 379, Government Code Section 65302 was updated to include the following additions:

Section 65302 (g) (4) Upon the next revision of a local hazard mitigation plan, adopted in accordance with the federal Disaster Mitigation Act of 2000 (Public Law 106-390), on or after January 1, 2017, or, if a local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022, the safety element shall be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to the city or county. This review shall consider advice provided in the Office of Planning and Research's General Plan Guidelines and shall include all of the following:

(A) (i) A vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, including, but not limited to, an assessment of how climate change may affect the risks addressed pursuant to paragraphs (2) and (3).

(ii) Information that may be available from federal, state, regional, and local agencies that will assist in developing the vulnerability assessment and the adaptation policies and strategies required pursuant to subparagraph (B), including, but not limited to, all of the following:

(I) Information from the internet-based Cal-Adapt tool.

(II) Information from the most recent version of the California Adaptation Planning Guide.

(III) Information from local agencies on the types of assets, resources, and populations that will be sensitive to various climate change exposures.

(IV) Information from local agencies on their current ability to deal with the impacts of climate change.

(V) Historical data on natural events and hazards, including locally prepared maps of areas subject to previous risk, areas that are vulnerable, and sites that have been repeatedly damaged.

(VI) Existing and planned development in identified at-risk areas, including structures, roads, utilities, and essential public facilities.

(VII) Federal, state, regional, and local agencies with responsibility for the protection of public health and safety and the environment, including special districts and local offices of emergency services.

(B) A set of adaptation and resilience goals, policies, and objectives based on the information specified in subparagraph (A) for the protection of the community.

(C) A set of feasible implementation measures designed to carry out the goals, policies, and objectives identified pursuant to subparagraph (B) including, but not limited to, all of the following:

(i) Feasible methods to avoid or minimize climate change impacts associated with new uses of land.

(ii) The location, when feasible, of new essential public facilities outside of at-risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities are located in at-risk areas.

(iii) The designation of adequate and feasible infrastructure located in an at-risk area.

(iv) Guidelines for working cooperatively with relevant local, regional, state, and federal agencies.

APPENDIX D CLIMATE ADAPTATION AND RESILIENCE REPORT

(v) The identification of natural infrastructure that may be used in adaptation projects, where feasible. Where feasible, the plan shall use existing natural features and ecosystem processes, or the restoration of natural features and ecosystem processes, when developing alternatives for consideration. For purposes of this clause, “natural infrastructure” means using natural ecological systems or processes to reduce vulnerability to climate change related hazards, or other related climate change effects, while increasing the long-term adaptive capacity of coastal and inland areas by perpetuating or restoring ecosystem services. This includes, but is not limited to, the conservation, preservation, or sustainable management of any form of aquatic or terrestrial vegetated open space, such as beaches, dunes, tidal marshes, reefs, seagrass, parks, rain gardens, and urban tree canopies. It also includes systems and practices that use or mimic natural processes, such as permeable pavements, bioswales, and other engineered systems, such as levees that are combined with restored natural systems, to provide clean water, conserve ecosystem values and functions, and provide a wide array of benefits to people and wildlife.

(D) (i) If a city or county has adopted the local hazard mitigation plan, or other climate adaptation plan or document that fulfills commensurate goals and objectives and contains the information required pursuant to this paragraph, separate from the general plan, an attachment of, or reference to, the local hazard mitigation plan or other climate adaptation plan or document.

(ii) Cities or counties that have an adopted hazard mitigation plan, or other climate adaptation plan or document that substantially complies with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions, climate adaptation plan or document, specifically showing how each requirement of this subdivision has been met.

Vulnerability assessments must identify the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, utilizing federal, state, regional, and local climate vulnerability documentation. Adaptation policies, goals, and objectives are to be developed based on findings from the vulnerability assessment. Additionally, jurisdictions are required to create a set of feasible implementation measures to reduce climate change impacts on new or proposed land uses. Lastly, jurisdictions that have adopted a climate adaptation plan (CAP) separate from the General Plan may reference that document to comply with SB 379 requirements.

CALIFORNIA ADAPTATION PLANNING GUIDE

The California Office of Emergency Services (CalOES) and California Natural Resource Agency (CNRA) prepared the first Adaptation Planning Guide (APG), most recently updated in June 2020, to provide communities with vulnerability assessment and adaptation planning guidance. The APG includes a step-by-step process that communities may use to help plan for the impacts of climate change. The APG provides a framework for communities to identify potential climate change effects and important physical, social, and natural assets; create adaptation strategies to address climate change impacts; and develop a monitoring and implementation framework for climate change adaptation. The APG served as the formal guidance document for preparation of this report (CalOES 2020).

CALIFORNIA’S FOURTH CLIMATE CHANGE ASSESSMENT AND SACRAMENTO VALLEY REGION REPORT

CNRA, Governor’s Office of Planning and Research (OPR), and California Energy Commission (CEC) prepared *California’s Fourth Climate Change Assessment* (Climate Assessment) in 2018 (OPR, CEC, and CNRA 2018a). The Climate Assessment was designed to address critical information gaps that decisionmakers at the state, regional, and local levels need to close to protect and build the resilience of people, infrastructure, and natural systems to climate change-related hazards. The Climate Assessment is referenced throughout this report to

provide background information and evidence of regional climate change impacts. The Climate Assessment includes regional reports that provide information on the climate change impacts that will affect specific regions throughout the state. Information from *California's Fourth Climate Change Assessment Report: Sacramento Valley Region Report* (Sacramento Valley Report) is included throughout the report and was used to assess the various potential climate change effects that are projected to impact the city and Sacramento County (county) (OPR, CEC, and CNRA 2018b).

CITY OF FOLSOM AND REGIONAL PLANNING EFFORTS

In addition to State adaptation efforts, the City and supporting agencies have developed planning documents focused on local and regional adaptation to climate change hazards. These planning documents analyze existing hazards and include strategies or guidelines to mitigate their severity. Resources considered in the development of this vulnerability assessment include:

- the County's Local Hazard Mitigation Plan (LHMP) (Sacramento County 2017a),
- the City's Annex to the LHMP (City LHMP Annex) (Sacramento County 2017b),
- the City's General Plan and supporting documents,
- the City's Emergency Operations Plan (EOP) (City of Folsom 2020a),
- the City's Evacuation Plan (City of Folsom 2020b),
- the City's Community Wildfire Protection Plan (CWPP) (City of Folsom 2011),
- the City's Urban Water Management Plan (City of Folsom 2015), and
- the Sacramento County Draft Climate Action Plan (Sacramento County 2021).

Vulnerability Assessment

This section provides a comprehensive assessment of the city's vulnerabilities to climate change. It identifies and characterizes the climate change effects and other related hazards that are anticipated to impact the city. The vulnerability assessment follows the process outlined in the APG and is composed of the following four steps:

1. **Exposure:** The purpose of this step is to understand existing hazards within the city and how changes in climate variables (e.g., average temperature, precipitation) are projected to affect these hazards. Existing hazards that can be worsened by the effects of climate change are identified and described, based on historical data from sources such as the LHMP. Climate projection data is used to develop projections for how existing hazards are expected to change by near-term (2021-2050), midterm (2035-2064), and long-term (2070-2099) timescales.
2. **Sensitivity and Potential Impacts:** This step compiles a list of population groups and community assets that are sensitive to localized climate change effects. Climate-related hazards (e.g., flooding, wildfire) are generally projected to increase in severity, with the potential for climate change to generate new impacts that communities have not experienced historically. Using historical data, research from regional and statewide reports on climate impacts, this step seeks to understand how sensitive populations and assets may be affected by climate change.
3. **Adaptive Capacity:** The City, partner agencies, and organizations within the County have already taken steps to build resilience and protect sensitive populations and assets from existing hazards. The purpose of this step is to characterize the City's and involved stakeholders' current ability to address future climate impacts, referred to as adaptive capacity. The ability of the City to adapt to each of the identified climate impacts is determined through a review of existing plans, policies, and programs.

4. **Vulnerability Scoring:** Lastly, this step determines the City's priority climate vulnerabilities through a vulnerability scoring process. Vulnerability scores are based on several factors, including: the severity of projected climate exposures, the sensitivity of certain population groups and assets to the anticipated climate effects, and whether sufficient adaptive capacity exists to manage future climate impacts.

The vulnerability assessment helps the City understand which climate vulnerabilities are most urgent and should be prioritized during the adaptation strategy development phase, outlined in Section 3, "Adaptation Framework and Strategies," as well as during strategy implementation.

Exposure

This section includes the exposure analysis, relying primarily on existing planning documents and resources to understand the City's current hazard and uses climate modeling data to identify how these hazards will change in the future.

The city is located in Sacramento County approximately 25 miles east of the City of Sacramento. U.S. Highway 50 runs east-west through the city and serves as the main regional connector roadway for residents and visitors. The city includes three Regional Transit Authority light rail stations, connecting it to downtown Sacramento with connections to other areas in the Sacramento region. The city is located directly south of Folsom Lake, which is created by the Folsom Dam. Folsom Dam was built in 1955 by the U.S. Army Corps of Engineers and is operated by U.S. Bureau of Reclamation. The city's elevation is approximately 350 feet above sea level.

The city's climate consists of mild winters and Mediterranean summers similar to other areas of Sacramento County. The average daily temperatures in the city range from 37 to 60°F degrees in the winter months to between 53 and 94°F in the summer and fall months. Annual average rainfall in the city is 23 inches, which occurs primarily in November through March.

EXISTING HAZARDS

The City's LHMP Annex and the City's General Plan provide a comprehensive understanding of natural and manmade hazards that historically have threatened the city, including those that may be exacerbated by climate change. These plans evaluate several hazards that are influenced by climate, including wildfire, extreme weather, flooding, and drought. The following sections discuss these existing hazards as evaluated by the County, drawing from other reports and documents as needed.

Wildfire

Wildfire behavior is dependent on several factors that, when identified and assessed, can help determine future wildfire characteristics. The three factors listed below contribute significantly to wildfire behavior and can be used to identify wildfire hazard areas:

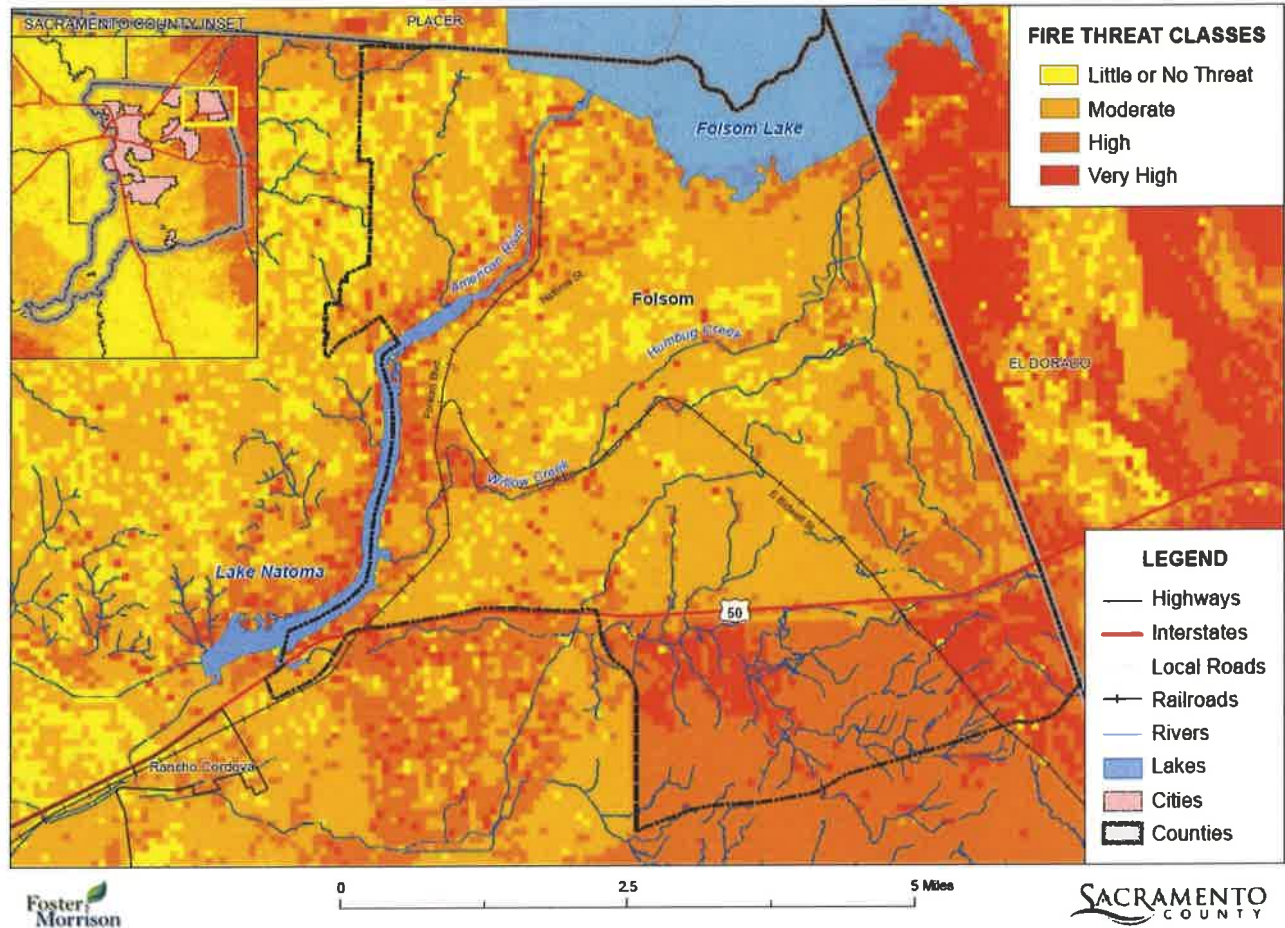
- **Topography:** An area's terrain and land slopes affect its susceptibility to wildfire spread. Both fire intensity and rate of spread increase as slope increases because heat from a fire tends to rise through convection. The arrangement of vegetation throughout a hillside can also contribute to increased fire activity on slopes.
- **Fuel:** Fuel is the material that feeds a fire and is a key factor in wildfire behavior. Fuel is generally classified by type and by volume. Fuel sources are diverse and can include dead tree leaves, twigs, and branches of dead, standing trees; live trees; brush; and cured grasses. Buildings and other structures, such as homes and other associated combustibles, are also considered a fuel source.
- **Weather:** Components such as temperature, relative humidity, wind, and occurrence of lightning affect the potential for wildfire. High temperatures and low relative humidity dry out fuels that feed wildfires, creating a situation where fuel will ignite more readily and burn more intensely. Thus, during periods of

drought, the threat of wildfire increases. Wind is one of the most significant weather factors in the spread of wildfires. The greater a wind, the faster a fire will spread and the more intense it will be.

The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), are represented as Very High, High, or Moderate. The classification of a zone as a Moderate, High, or Very High FHSZ is based on a combination of how a fire would behave and the probability that flames and embers would threaten buildings. Wildfire risk is also determined by several factors, such as wind speeds, drought conditions, available wildfire fuel (i.e., dry vegetation), past wildfire suppression activity, and expanding wildland-urban interface (WUI) (i.e., places in and around forests, grasslands, shrub lands, and other natural areas) (Westerling 2018). Impacts from grass and brushfires in the City could result in evacuations of portions of the City as well as loss of property and impacts to critical facilities.

Based on data included in the CWPP and the City's LHMP Annex shown in Figure D-1, the majority of the city is located in areas designated as moderate to high fire threat. Given the city's location and urban setting, there is relatively low risk of impacts from wildfires relative to areas northeast of the city in El Dorado County; however, the city is at increased threat of grass and brushfires. Although the majority of the city's developed areas are at lower fire risk, the city does include a few key areas classified as high or very high fire threat, specifically in the American River and Lake Natoma Recreation areas, which are managed by the State of California Parks and Recreation Department (California State Parks). As a recreation area, there are limited roadways within these areas, making fire equipment access difficult. Other areas with increased risk of impacts in the WUI along the American River include Willow Creek and Folsom Powerhouse recreation areas, as well as the Negro Bar Recreation area. While threatened by fire risk along the American River and in southeastern portions of the city, residents are also at risk from health impacts from poor air quality associated with wildfire smoke. Poor air quality can be generated in the city from wildfires occurring throughout northern California as has been experienced in recent years.

FIGURE D-1: CITY OF FOLSOM FIRE THREAT ZONES



Source: Sacramento County 2017b

Extreme Heat

Extreme heat days and heat waves are the most lethal type of weather-related event in the United States. The warmest months in the city typically occur in the summer months from June through August. Using data from Cal-Adapt and for the purposes of this report, the extreme heat threshold for the city is 104°F, meaning 98 percent of all recorded temperatures in this period (1961-1990) were below 104°F. Historically, the city has experienced an average of four extreme heat days per year. Heat wave events are characterized as periods of sustained extreme heat and are defined by Cal-Adapt as four or more consecutive extreme heat days. Historically, there has been less than one heat wave event in the city per year with only, on average, two consecutive days per year above 104°F. Table 1 includes historic monthly temperatures at the closest weather station to the city. Although not located directly in the city, new record daily high temperatures were set at the Sacramento Executive Airport, the weather station nearest to the city, in August (112°F) and September (109°F) 2020 (NOAA 2020). The previous record for August (110°F) was set in 1996, and the previous record for September (108°F) was set in 1950 (NOAA 2020).

Month	Temperature	Date	Month	Temperature	Date
January	74°F	1/12/2009	July	114°F	7/13/1972
February	76°F	2/19/1964	August	112°F	8/16/2020
March	88°F	3/26/1988	September	109°F	9/6/2020
April	95°F	4/30/1996	October	104°F	10/02/2001
May	105°F	5/28/1984	November	87°F	11/01/1960
June	115°F	6/15/1961	December	72°F	12/28/1967

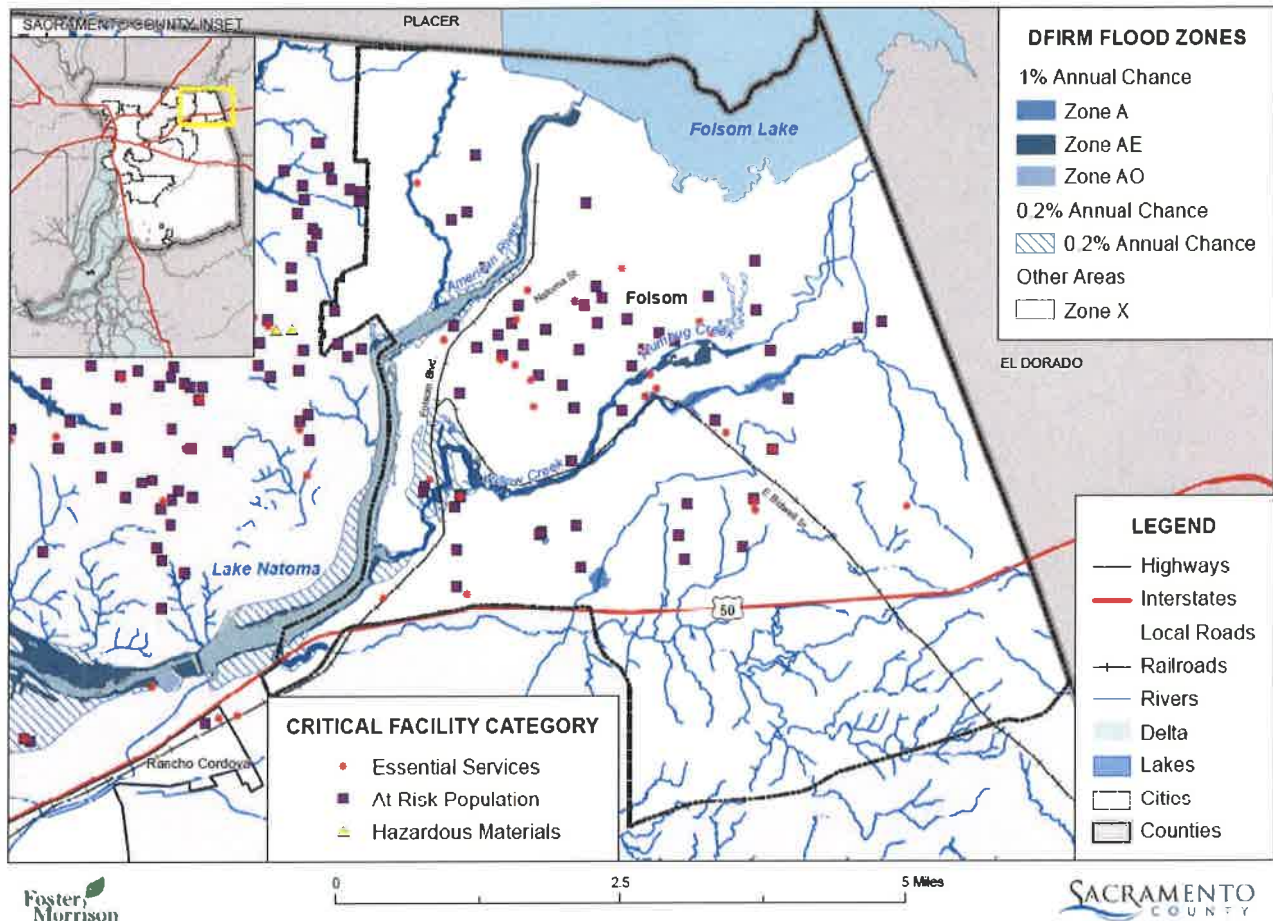
Note: Temperatures recorded at Western Regional Climate Center, Federal Aviation Administration Sacramento Executive Airport Station.

Source: Sacramento County 2017, NOAA 2020

Flooding

The city is traversed by several smaller waterways which generally run northeast to southwest through the city. Larger waterways include the American River, which runs through the northern portion of the city and along the southwest boundary of the city, as well as Humbug Creek and Willow Creek, which run into the American River at the southwest boundary of the city. These waterways are at risk from both riverine flooding and localized stormwater flood events. As shown in Figure D-2, the areas immediately surrounding Humbug Creek, Willow Creek, and the American River are located in the Federal Emergency Management Agency 100- or 500-year floodplain. Historically, the Sacramento region has been subject to several large flooding events including more recent events in 1995 and 2016/2017. According to analysis conducted in the City's LHMP Annex, there is a total population of 216 residents with dwelling units located in the 100-year floodplain and 198 residents located in the 500-year floodplain. Critical facilities that provide critical services during emergency events such as fire stations, police stations, and government facilities as well the location of vulnerable populations such as day care centers, schools, and elderly care facilities are all identified in the City's LHMP annex. The city does not have any critical facilities located in the 100-year floodplain and includes 5 critical facilities located in the 500-year floodplain. These facilities include the Children's Creative Learning Center, the Inn at Lake Natoma, the Folsom Crescent School, the Glenn Regional Transit Light Rail Stop, and the Folsom Sierra Endoscopy Center. Located adjacent to the Folsom Dam, the city is also at risk to impacts from dam inundation. Approximately 40,000 residents are at risk from dam inundation, in which mass evacuations of larger portions would be required. The City, in conjunction with FEMA, has recently completed updated hydrology and hydraulic analysis as well as updated flood mapping for Humbug Creek, Willow Creek, Hinkle Creek and Alder Creek and are expected to be published in Fall of 2021. However, as of the publishing of this report, these maps have not been published.

FIGURE D-2: CRITICAL FACILITIES AND FLOOD ZONES IN THE CITY OF FOLSOM



Source: Sacramento County 2017b

Drought

As noted in the City’s LHMP Annex, drought is unique in its characteristics compared to other natural hazards in that it is not a distinct event and more characteristically has a slow onset and can last for several years. The City relies primarily on Folsom Lake, located directly north of city, for its potable water supply. Folsom Lake receives and controls water supplies within the American River watershed, an area of approximately 1,875 square miles to the north and east of the reservoir. While the city does not typically use their total apportioned annual water supply, drought scenarios, when they do occur, can affect both the city and the larger Sacramento region. From 2012 to 2015, the city experienced a prolonged drought period along with majority of communities in California. During this period, Folsom Lake reached historic low water levels. As noted in the City’s LHMP Annex, the City has achieved significant reductions in water consumption in recent years due to State conservation mandates, more efficient plumbing standards, water system optimization improvements including repairs, improvements and replacements of existing water transmission and distribution facilities. As the city’s population continues to grow, water demand will increase and could exacerbate future drought conditions when they do occur.

CLIMATE CHANGE EFFECTS

Climate change effects are categorized as primary (direct) and secondary (indirect). Primary effects are those that are caused by the initial impacts of increased GHG emissions, from which secondary effects result. The primary climate change effects analyzed for the city include changes in average annual temperature and precipitation. The secondary effects, which can occur because of individual changes or a combination of changes in the primary effects, include wildfire, extreme heat, extreme precipitation and flooding, and drought regimes, as well as reduced snowpack.

Though the precise extent of future climate change effects is uncertain, historical climate data and forecasted GHG emissions can be used to project climate change effects through near-term (2021-2050), midterm (2035-2064), and long-term (2070-2099) timescales. The time periods are established as 30-year time intervals to gather accurate data on average changes in the climate, which is typically measured over 30-year time periods or longer. This results in overlap among some time periods. Due to annual fluctuations in climate variables, climate data on shorter time periods may be less accurate and not reflect long-term averages (NOAA 2018). To assess potential effects from climate change, the APG recommends using Cal-Adapt, a tool developed by the CEC and the University of California, Berkeley Geospatial Innovation Facility that uses global climate simulation model data to identify how climate change might affect various geographies in California. Cal-Adapt addresses the uncertainty in future GHG emissions by using Representative Concentration Pathways (RCPs) developed by the Intergovernmental Panel on Climate Change (IPCC). These RCPs depict two different future emissions scenarios. RCP 4.5 represents a lower emissions scenario in which GHG emissions continue to rise through 2040 and then decrease to below 1990 levels by the end of the century. RCP 8.5 represents a high emissions scenario, or business-as-usual (BAU) scenario, where GHG emissions continue to increase through the end of the century. As recommended by the APG, this vulnerability assessment evaluates near-term and midterm climate change effects and their associated impacts under the high emissions scenario, as this takes a conservative approach and assumes worst-case scenario. Additionally, changes in climate variables during these timescales are similar under both the low and high emissions scenarios. Because long-term global GHG emissions trends are less certain and climate impacts vary more considerably between scenarios, a discussion of both the low and high emissions scenarios is included for the long-term timescale (OPR, CEC, and CNRA 2018a).

Cal-Adapt downscales global climate models to local and regional resolutions using the Localized Constructed Analogs statistical technique. Four of the models included have been selected by California's Climate Action Team Research Working Group as priority models for research contributing to the Climate Assessment. To analyze climate projections for the city, the average of the downscaled data provided by these four models was used. The boundaries of the study area for this analysis are the geographic boundaries of the city.

Primary Climate Change Effects

Increased Temperatures

According to Cal-Adapt, the historic (1961-1990) average annual maximum temperature for the city is 74.2°F, and the historic average annual minimum temperature is 49.1°F. As shown in Table 2, both are projected to increase throughout the century. The average annual maximum temperature in the city is projected to increase to 78.4°F in the near-term and 79.3°F in the midterm under the high emissions scenario. The average annual maximum temperature is projected to increase to 79.5°F and 82.9°F in the long-term under the low and high emissions scenarios, respectively. The average annual minimum temperature in the city is projected to increase to 52.9°F in the near-term and 53.7°F in the midterm under the high emissions scenario, and the long-term average annual minimum temperature is projected to increase to 53.8°F and 53.8°F under the low and high emissions scenarios, respectively (CEC 2021a). Increased temperatures in the city will influence secondary climate effects, including extreme heat events and wildfire risk.

APPENDIX D CLIMATE ADAPTATION AND RESILIENCE REPORT

Table 2: Changes in Average Annual Temperature in the City of Folsom

Average Annual Temperature (°F)	Historic Average Annual Temperature (1961-1990)	Near-Term (2021-2050)	Midterm (2035-2064)	Long-Term (2070-2099)	
				Low Emissions	High Emissions
Maximum Temperature	74.2	78.4	79.3	80.3	83.3
Minimum Temperature	49.1	52.9	53.7	54.4	57.8

Notes: °F = degrees Fahrenheit.

Source: CEC 2021a.

Changes in Precipitation Patterns

As shown in Table 3, the historic average annual precipitation in the city is 23.4 inches. The average annual precipitation in the city is projected increase to 25.3 inches in the near-term and 25.6 inches in the midterm under the high emissions scenario. Average annual precipitation is projected to be 25.1 inches under the low emissions scenario and 27.1 inches under the high emissions scenario in the long-term (CEC 2021a).

Table 3: Changes in Average Annual Precipitation in the City of Folsom

Average Annual Precipitation	Historic Average Annual Precipitation (1961-1990)	Near-Term High Emissions (2021-2050)	Midterm High Emissions (2035-2064)	Long-Term (2070-2099)	
				Low Emissions	High Emissions
Average Annual Precipitation (inches)	23.4	25.3	25.6	25.1	27.1

Source: CEC 2021a.

While average annual precipitation in the city is projected to trend upward in future years, the key finding for this climate effect is that precipitation patterns are expected to become more volatile, with more intense storm events with increased precipitation over short periods. As noted in the Fourth Climate Change Assessment Sacramento Valley Report, although annual precipitation is anticipated to increase in the region, California’s climate oscillates between extremely dry and extremely wet periods with annual precipitation varying widely from year to year. Climate change is anticipated to exacerbate these seasonal extremes with dry periods becoming dryer and wet periods becoming wetter (OPR, CEC, and CNRA 2018a). As a result, the frequency and severity of large storm events are anticipated to increase as well. These oscillations between extremely dry and extremely wet periods, which have occurred historically in the state, are anticipated to become more severe with rapid shifts from dry to wet periods known as “whiplash events” (Swain et al. 2016). Precipitation patterns will affect secondary climate effects including drought, extreme precipitation and flooding, and wildfire.

Secondary Climate Change Effects

Increased Wildfire Risk in the Sacramento Valley

Wildfire risk is determined by several factors, such as wind speeds, drought conditions, available wildfire fuel (i.e., dry vegetation), past wildfire suppression activity, and expanding wildland-urban interface (WUI) (i.e., the zone of transition between unoccupied land and human development) (Westerling 2018). Climate change effects, including increased temperatures and changes to precipitation patterns, will exacerbate many of the factors that contribute to wildfire risk. Increased variability in precipitation may lead to wetter winters and increased vegetative growth in the spring, and longer and hotter summer periods will lead to the drying of vegetative growth and ultimately result in a greater amount of fuel for fires. This has already been seen across the state in recent years, with the area burned by wildfires increasing in parallel with rising air temperatures (OEHHA 2018).

These factors, combined with intense wind conditions, cause fires to spread rapidly and irregularly, making it difficult to predict fires' paths and effectively deploy fire suppression forces.

Relative humidity is also an important fire-related weather factor; as humidity levels drop, the dry air causes vegetation moisture levels to decrease, which consequently increases the likelihood that plant material will ignite and burn. With an increase in hotter and drier landscapes, humidity levels may continue to drop and result in higher fuel levels, increasing the risk of wildfire (Schwartz et al., 2015).

Cal-Adapt provides projections for future annual mean hectares burned within the Sacramento Valley region, as defined in the California Fourth Assessment Report, when wildfires do occur. Because the city is not directly threatened by large-scale wildfires but is likely to be impacted by regional effects such as wildfire smoke, this analysis focuses on the Sacramento Valley region. As shown in Table 4, the total area burned annually by wildfire within the Sacramento Valley region is expected increase from the historic (1961-1990) annual average of 20,956 hectares to 23,942 hectares in the near-term and increase further in the midterm to 28,759 hectares. In the long-term, average annual area burned in the region is projected to increase to 31,670 hectares and to 41,784 hectares under the low and high emissions scenarios, respectively (CEC 2021b).

Table 4: Changes in Annual Average Area Burned in the Sacramento Valley Region

Average Annual Area Burned	Historic Modeled ¹ Average Annual Area Burned (1961-1990)	Near-Term (2021-2050)	Midterm (2035-2064)	Long-Term (2070-2099)	
				Low Emissions	High Emissions
Average Annual Area Burned (hectares)	20,956	23,942	28,759	31,670	41,784

¹ Observed historical average annual area burned data was not available from Cal-Adapt; the modeled historical average annual area burned data under the low emissions scenario was available and used as proxy data.

Source: CEC 2021b.

Increased Frequency of Extreme Heat Events

The Cal-Adapt tool provides estimates of future instances of extreme heat events. Extreme heat events include extreme heat days and heat waves. Cal-Adapt defines an extreme heat day as a day when the daily maximum temperature exceeds the 98th historical percentile of daily maximum temperatures based on observed data from 1961–1990 between April and October. Heat wave events are characterized as periods of sustained extreme heat and are defined by Cal-Adapt as four or more consecutive extreme heat days.

The extreme heat threshold for the city is 104.1°F, meaning 98 percent of all recorded temperatures in this period were below 104.1°F. Historically (1961-1990), the city experienced an average of four extreme heat days per year. As a result of rising temperatures from climate change, the city is projected to experience up to 21 extreme heats days annually in the near-term and 30 extreme heat days annually in the midterm under the high emissions scenario. In the long-term, the city is projected to experience up to 33 extreme heat days annually under the low emissions scenario and 52 extreme heat days annually under the high emissions scenario (CEC 2021c). As shown in Table 5 and Figure D-3, the number of extreme heat days is already increasing from historic averages and will continue to increase through the long-term.

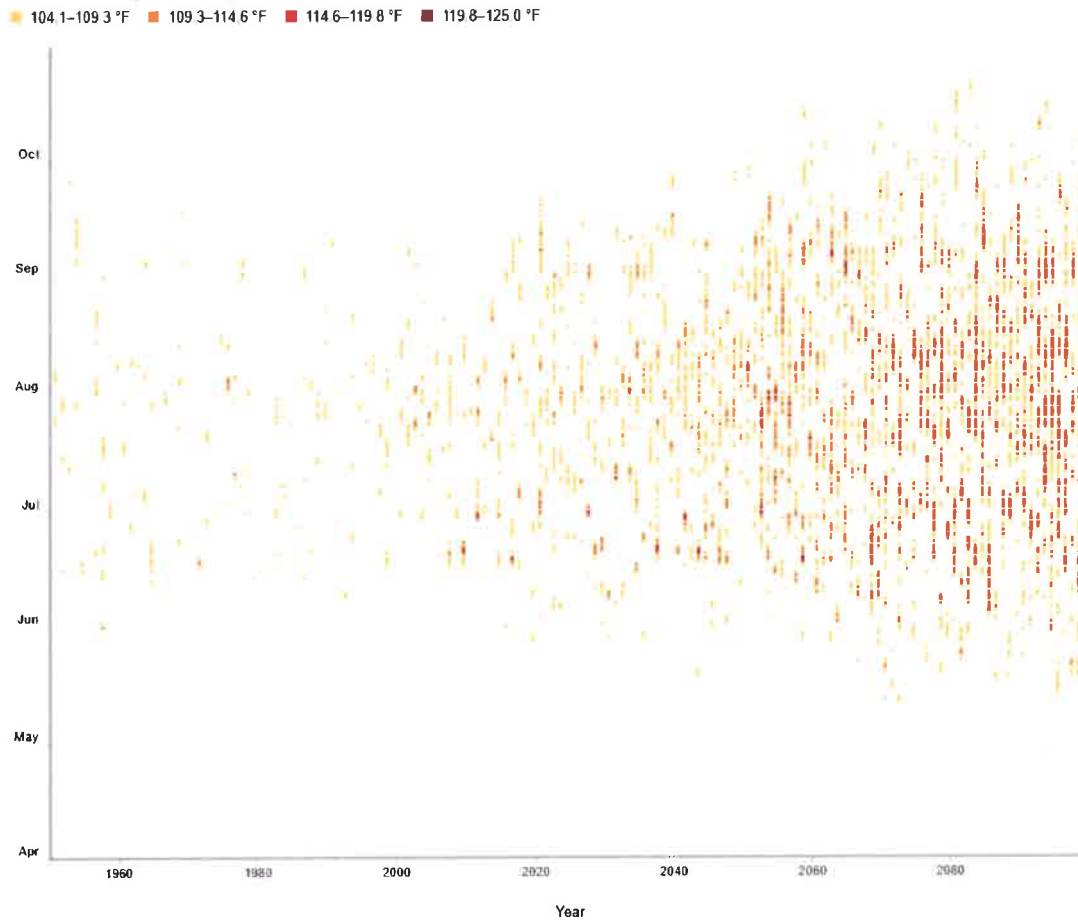
Table 5: Changes in Extreme Heat Events in the City of Folsom

Annual Averages	Historic Annual Averages (1961-1990)	Near-Term High Emissions (2021-2050)	Midterm High Emissions (2035-2064)	Long-Term (2070-2099)	
				Low Emissions	High Emissions
Number of Extreme Heat Days	4	21	30	33	52
Number of Heat Waves	0.2	3	4.6	5.1	9.2
Number of Days in Longest Stretch of Consecutive Extreme Heat Days	2.2	7.8	9.9	10.3	17.4

Notes: Extreme Heat Day = Annual maximum temperature above 104.1°F, Heat Wave = Four or more consecutive Extreme Heat Days.

Source: CEC 2021c.

FIGURE D-3: CHANGE IN ANNUAL EXTREME HEAT DAYS THROUGH 2099 – HIGH-EMISSIONS SCENARIO



Source: CEC 2021c.

While heat waves have historically been infrequent in the city, with a historical average of less than one heat wave annually, climate change is expected to increase the frequency of heat waves within the city. Under the high emissions scenario, the city is projected to experience an average of three heat waves per year in the near-term and 3.6 heatwaves per year in the midterm. The city is projected to experience approximately 5 heatwaves per year and 9 heat waves per year in the long-term under the low and high emissions scenarios, respectively.

The average number of days in the longest stretch of consecutive extreme heat days per year is also projected to increase substantially. Historically, the longest stretch of consecutive extreme heat days lasted for an average duration of approximately two-and-a-half days. The longest stretch of consecutive extreme heat days is projected to increase to an average of 7.8 days in the near-term and 9.9 days in the midterm under the high emissions scenario. In the long-term, the duration is projected to increase to an average of 10.3 days under the low emissions scenario and 17.4 days under the high emissions scenario (CEC 2021c). The timing of extreme days between April and October is also projected to shift with extreme heat days occurring earlier and later in this period rather than concentrated in late summer and early fall period. Figure D-3 displays the changes in timing of extreme heat days through 2099 under the high emissions scenario.

As temperatures continue to rise from climate change, the frequency, intensity, and duration of extreme heat days and heat waves will increase in the Sacramento Valley, which will increase risks to public health and safety. The health impacts associated with extreme heat, including heat stroke, heat exhaustion, and dehydration, as well as implications from cardiovascular and respiratory diseases, are particularly likely to be exacerbated by climate change (OPR, CEC, and CNRA 2018b; Sheridan et al. 2012).

Changes in Extreme Precipitation Events (100-year Storm Event)

Based on California's location next to the Pacific Ocean, the state is exposed to the atmospheric river (AR) phenomenon, a narrow corridor of concentrated moisture in the atmosphere. California is subject to precipitation from an AR that transports water vapor from as far south as Hawaii to the state. The presence of the AR contributes to the frequency of "wet years" in the state, when there is an above-average number of AR storms and above-average annual precipitation. While research indicates that the frequency of large storms events does increase in these wet years, the most severe flooding from ARs may not be in wet years (Swain et al. 2018). The largest flooding impacts are caused by persistent storm sequences on sub-seasonal timescales (i.e., short time periods, typically 2 weeks to 3 months), which bring a significant fraction of annual average precipitation over a brief period. These are storms events like the Great Flood events of 1861–1862 which caused widespread damage throughout northern California (Swain et al. 2016). Based on current climate modeling, the frequency of these large storm sequences over short timeframes is projected to increase noticeably under the RCP 8.5 scenario. It is estimated that a storm similar in magnitude to the Great Flood events is more likely than not to occur at least once between 2018 and 2060 (Swain et al. 2018). A storm of this size would likely compromise large portions of the flood control systems in the Sacramento and the Central Valleys (Swain et al. 2018).

As discussed in the Sacramento Valley Report, changes in precipitation patterns in northern California are anticipated to affect the Sacramento Valley region as well as adjacent regional watersheds which affect the Sacramento Valley (OPR et al. 2018b). Projected shifts include increases in the intensity of large storms events, which could compromise the performance of the Sacramento Valley and Central Valley flood management systems (Pierce et al. 2018). Given the city's proximity to the American River, it is important to understand how precipitation changes in regions affecting the American River and its tributaries may affect the city including Folsom Lake and Folsom Dam. The regional exposure analysis provides a snapshot of projected changes in precipitation in two key Integrated Regional Water Management (IRWM) regions, regional boundaries established by the California Department of Water Resources (DWR), that affect the American River. The two IRWM regions included in the analysis are listed in Table 6. Major waterways in these two IRWM regions include the Yuba River, Bear River, American River, and the Cosumnes River, as well as portions of their tributaries.

As shown in Table 6, under the low emissions scenario, annual precipitation in the two IRWM regions increases between 8 and 12 percent in the near-term period. During the midterm and long-term periods, the change in annual precipitation remain relatively the same with a 9 to 10 percent increase between the historic baseline and 2099 under the low emissions scenario. Under the high emissions scenario, annual precipitation in the two IRWM regions increases between 9 and 10 percent in the midterm period and continues to increase through the

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long-term period, resulting in an approximately 19 percent increase over historic levels by the end of the century. It is important to note that because the projected precipitation changes under the low and high emissions scenarios are relatively the same through the midterm period at the regional level, these changes will occur with a higher degree of likelihood, regardless of what trends occur in global emissions reductions by the end of the near-term period (2040).

Table 6: Regional Annual Precipitation Changes (Historic to 2099)

IRWM Region	Historic (1961–1990)	Emission Scenario	Change in Annual Mean Precipitation (Inches)					
			Near Term (2020–2050)	Percent Change (Historic to 2050)	Midterm (2040–2070)	Percent Change (Historic to 2070)	Long Term (2070–2099)	Percent Change (Historic to 2099)
Cosumnes, American, Bear, Yuba, Sacramento	51.5	Low	56.3	8%	56.2	9%	56.0	9%
		High	55.5	7%	56.2	9%	61.2	19%
American	20.6	Low	23.3	12%	22.7	10%	22.7	10%
		High	22.5	8%	22.6	10%	24.6	19%

Notes: IRWM = Integrated Regional Water Management.

Source: CEC 2021a

Droughts and Water Supply

The city and larger Sacramento region are expected to experience slight overall increases in average annual precipitation in the long-term. However, projections show the Sacramento region will experience increased variability and volatility in precipitation events, such as droughts. California has a highly variable climate that is susceptible to prolonged periods of drought, and recent research suggests that extended drought occurrence (a “mega-drought”) could become more pervasive in future decades (CEC 2021d).

Cal-Adapt uses data to model an extended drought scenario for all of California from 2051 to 2070. For this analysis, the extended drought scenario is based on the average annual precipitation over 20 years under a high emissions scenario. This analysis includes an extended drought scenario for El Dorado County rather than just the boundaries of the City. As the City’s primary water supply, Folsom Lake relies on precipitation and snowpack runoff from tributaries in the watersheds surrounding Folsom Lake including tributaries in El Dorado County (i.e., the north fork and south fork of the American River). El Dorado County’s observed historical (1961-1990) average annual rainfall accumulation is 43.6 inches. Under the anticipated drought scenario between 2051 and 2070, El Dorado County’s average annual rainfall accumulation would decrease to 37.9 inches (CEC 2021d). The city and the Sacramento region are predicted to experience extended drought periods due to climate change, which may result in stress on reliable local water supply. This effect will not only result in water shortages for the city, but also for other jurisdictions across the state that rely on water supply from the region.

The city’s primary water supply consists of surface water from Folsom Lake that originates as rainfall and runoff from snowpack in the northern Sierra Nevada mountains and the surrounding foothills. Due to increases in climate variability and rising temperatures, the state has already seen signs of decreased snowmelt in Northern California. Annual snowpack in the Sierra Nevada is expected to decline by as much as 33 percent by mid-century and 66 percent by the end of the century, relative to historic baseline snowpack (OPR, CEC, and CRNA 2018b). Further, rising temperatures have caused snowpack to melt faster and earlier in the year. These changes in snowmelt timing and streamflow availability will challenge local and regional water supply availability (OPR, CEC, and CRNA 2018a). Inadequate rainfall and reduced snowpack will result in decreased runoff to the reservoirs that supply water to the city, which will lead to less available water and more frequent water shortages.

Sensitivity and Potential Impacts

The varying effects of climate change will impact the city and its residents differently, such that some population groups and physical assets will be affected more severely than others. Key populations and assets identified in the city are organized into the following overarching categories: populations, built environment, and community functions. These categories are described in more detail below.

The climate change effects analyzed in this section include increased temperatures and extreme heat, increased wildfire risk, increased extreme precipitation events and flooding, drought, water supply, and reduced snowpack. Climate change effects at the local scale are inherently uncertain, but the potential ways in which climate change could impact specific populations and community assets within the city are identified and discussed (CalEMA and CNRA 2012:23).

POPULATIONS

While all persons in the city are anticipated to experience impacts of climate change at some level, some populations are more vulnerable to climate impacts due to a variety of factors. Vulnerable populations are those that are more likely to be affected or impacted more severely to climate-related hazards when they do occur due to factors such as health challenges or disabilities, location, living or working conditions, income level, historical and/or current marginalization, and limited access to resources. These factors, among others, can lead to increased susceptibility to and disproportionate harm from climate change impacts and can impact the ability to recover from impacts.

Vulnerable populations in the city include individuals experiencing homelessness, individuals with disabilities, senior citizens, youth, low-income households, and residents experiencing linguistic isolation (i.e., non-English-speaking people). Though certain vulnerable populations represent only a small percentage of the city's total population, it is important to plan for all groups that, for one reason or another, lack available resources or capacity to react or adapt to climate change impacts themselves.

BUILT ENVIRONMENT

The built environment in the city consists of a set of buildings and infrastructure that are essential to the health and welfare of residents and visitors and are especially important during and preceding climate-related hazard events. This includes residential and commercial buildings; critical facilities (i.e., hospitals and medical facilities, fire departments, emergency shelters, schools, senior centers); transportation infrastructure (i.e., roadways, bridges, rail lines); and utility infrastructure (i.e., energy, communications, and water and wastewater). Many of these assets are considered high-potential loss facilities and infrastructure, where damage would have large environmental, economic, or public safety consequences.

The resilience of the city's built environment to climate change is critically important to overall community resilience and well-being, as well as preventing cascading impacts from disasters. Coupled with increased use and aging infrastructure, infrastructure assets may be highly sensitive to climate-related hazards including extreme heat, wildfire, and extreme storms. These hazards may adversely affect the reliability, accessibility, and lifespan and maintenance costs of roads, facilities, utilities, and equipment. Maintaining and adapting infrastructure to reduce risks to climate-related impacts is crucial to emergency response and safety during hazard events.

COMMUNITY FUNCTIONS

Community functions are the resources and assets, operations, economic sectors, and services that are created or influenced by the interaction between populations and the built environment and allow day-to-day activities to continue in the city. The priority community functions that have been identified include tourism and recreation; transportation and mobility; ecological function; public health and emergency services; and energy

delivery and other utility operations. Increases in the frequency and/or severity of climate-related hazards will cause environmental, economic, and social impacts across these community functions, which are crucial to the integrity and resilience of the city.

INCREASED TEMPERATURES AND EXTREME HEAT

Under the high emissions scenario, the average annual maximum temperature in the city is projected to rise approximately 4°F in the near-term and 5°F in the midterm. In the long-term, the average annual maximum temperature is projected to increase by approximately 5°F or 7°F under the low and high emissions scenarios, respectively. Increased temperatures will lead to secondary climate change impacts including increases in the frequency, intensity, and duration of extreme heat events and wildfires in the city. As discussed in the climate change effects exposure analysis, the average number of extreme heat days and heat waves are projected to increase substantially in the midterm and in the long-term, and the projected average annual area burned by wildfire is expected to increase in the near-term and continue to rise through the end of the century (CEC 2021c; CEC 2021b).

Populations

Higher frequency of extreme heat conditions can cause serious public health impacts, such as heat stroke and dehydration, as well as indirect effects such as worsened air quality from increased ozone formation and particulate matter generation (CalEMA and CNRA 2012:3).

As aging impairs muscle strength, coordination, cognitive ability, the immune system, and the regulation of body temperature, people aged 65 and older are especially vulnerable to the health-related impacts of extreme heat and are more likely to experience respiratory and/or cardiovascular health complications than younger individuals (OPR, CEC, and CNRA 2018a). The median age of city residents is over 40 years old, 11 years older than the statewide average, and approximately 10 percent of residents are over 65 years old (U.S. Census Bureau 2019a). Extreme heat events may also lead to stress on electricity transmission systems, resulting in system failure. Such events could result in additional health hazards for the elderly or other persons with disabilities who rely on power to sustain medical equipment/assistive technology use. Approximately 4 percent of individuals below the age of 65 in the city have a disability (U.S. Census Bureau 2019b). Similarly, children are also at elevated risk to heat-related climate hazards, particularly the risks posed by reduced air quality. Individuals experiencing homelessness in the city are particularly vulnerable to extreme heat due to a lack of adequate protection from the sun and access to air conditioning. Increased exposure to extreme heat may exacerbate the risks of heat-related hazards described above.

Built Environment

Rising temperatures and extended periods of extreme heat will result in impacts to buildings and facilities throughout the city. Increases in nighttime temperatures (i.e., average minimum temperatures) can have a large effect on facility cooling needs because buildings and houses are not able to cool down after high daytime temperatures. High temperatures also decrease the efficiency of power transmission lines, while demand for electricity simultaneously goes up as operation of air conditioners and cooling equipment increases. One of the major effects of climate change on the city's transportation system from extreme heat is the reduction in the overall lifespan of transportation infrastructure. Increased average temperatures and extreme heat on roadways and trails can result in the degradation of pavement. These effects can increase roadway hazards, such as potholes and roadway cracks, and lower the overall lifespan of roadway infrastructure (OPR, CEC, and CNRA 2018b).

Community Functions

As temperatures increase and heat waves occur more frequently, the city is likely to experience potential public health impacts and demand for emergency services. Impacts on the City's roadway network and degradation of roadways could result in increased traffic congestion and secondary impacts on the City including loss of productivity and potential impacts on businesses in the city. Heat wave events in the city will result in increased

stress on the electricity grid which may lead to the increased frequency of brownouts or blackouts, causing disruptions to normal city functions and economic impacts on businesses. Extreme heat days and heat wave events may also limit opportunities for recreation opportunities at Folsom Lake and recreation areas with the city, resulting in secondary impacts on tourism-supporting businesses in the community. Finally, prolonged heat waves can also prevent barriers for individuals working outdoors, including construction workers, to complete work. The increased prevalence of heat wave events could result in impacts on timing and costs for large-scale infrastructure projects as well residential and nonresidential building construction.

INCREASED WILDFIRE RISK

Increased temperatures and changes in precipitation patterns associated with climate change will lead to reduced moisture content in vegetation and soils during dry years. These conditions are expected to increase the amount of area burned by wildfires that will occur predominantly outside of the city boundaries but may have secondary impacts on the city from wildfire smoke, disruptions to transportation behavior, or the increased prevalence of Public Safety Power Shutoffs (PSPS).

Populations

Although the city is not at risk from the direct impacts of wildfires, the city's location within the Sacramento Valley makes it susceptible to impacts of smoke from wildfires in the Sierra Nevada mountains and the coastal mountain ranges of northern California. Community public health factors that can increase the impacts of wildfire smoke include the prevalence of asthma in children and adults; chronic obstructive pulmonary disease; hypertension; diabetes; obesity; and percent of population 65 years of age and older. Additionally, socioeconomic characteristics such as poverty rates, educational achievement, and unemployment rates have all been linked to the increased prevalence of underlying health conditions including depression, obesity, hypertension, and diabetes, making populations in the city with these characteristics more vulnerable to wildfire smoke impacts (Kivimäki et al. 2020). Exposure to wildfire smoke, particularly exposure by vulnerable populations, can result in worsening of respiratory symptoms, increased rates of cardiorespiratory emergency visits, hospitalizations, and even death (Rappold et al. 2017). Increased annual average temperatures and the subsequent increase in the frequency and severity of wildfires in northern California are anticipated to result in impacts from wildfire smoke on the city's population and vulnerable populations in particular (OPR, CEC, and CNRA 2018b).

Specific populations including linguistically isolated households, senior citizens, and individuals with disabilities or those experiencing homelessness are particularly vulnerable during evacuation events, if wildfire evacuations were to occur in the city. Impacts affecting these populations include inability to access or receive and/or understand warning messages and evacuation notices, limited ability to evacuate due to lack of mobility, limited situational understanding from cognitive conditions, and reliance on medication or treatment devices. Wildfires in the larger Sacramento region can also result in secondary impacts affecting populations. A major consequence of wildfires is post-fire flooding and debris flow. The risk of floods and debris flows after fires increases due to vegetation loss and soil exposure. These flows are a risk to life because they can occur with little warning and can exert great force on objects in their path.

Built Environment

Regional wildfires threaten energy generation and transmission infrastructure and have the capacity to damage facilities, create maintenance costs, and reduce transmission line efficiency (CAL FIRE 2020). Grid-supplied as well as locally generated electricity, which is the primary source of power for residences in the city, is provided by the Sacramento Municipal Utilities District (SMUD). Regional communications infrastructure can also be affected by wildfires, which is often located in remote locations, such as mountaintops, resulting in significant threat from wildfire. Regional wildfires may also generate impacts on transportation behavior in the city during emergency evacuation events. This could include potential route diversion and increases in traffic congestion

due to road closures from wildfire impacts or post-wildfire runoff or landslide affected roadways. While fire causes relatively insignificant direct impact on roads and highways, cracking and degradation of pavement is not uncommon.

Community Functions

Due to a number of recent large-scale wildfires in Northern California caused by electricity infrastructure exposed to extreme heat and high-winds, utilities have begun to implement PSPS to avoid wildfire risk. PSPS events can result in communities experiencing no electricity for multiple days and prevent individuals from using prescribed medications and treatments that rely on electricity or refrigeration. PSPS events can also result in impacts to commerce and economic losses, particularly for businesses that rely on refrigeration such as grocery stores. Hazards such as landslides, wildfires, and flooding can also affect underground natural gas pipelines, exposing and/or damaging these pipelines. The damage resulting from climate change-related hazards on electricity and natural gas infrastructure can have a greater impact on disadvantaged populations, particularly communities that are low-income or individuals who have limited mobility or lack the financial means to make repairs to their property.

Major wildfires often result in the damage to transportation infrastructure and/or closure of roadways. Combined with reduced visibility from wildfire smoke, this leads to a disruption in normal transportation networks and accessibility. Congestion that starts during a mass evacuation can lead to additional traffic management problems, which can result in delays to emergency response, evacuation, and logistical support.

INCREASED EXTREME PRECIPITATION AND FLOODING

The average number of annual extreme precipitation events in the city and in the Sacramento Valley region are projected to increase. Additionally, variability and volatility in severe storms are expected to increase as a result of primary climate change effects (i.e., changes in temperature and precipitation regimes). Increases in the frequency and severity of flooding events when they do occur could have serious ramifications as the Sacramento Valley region is already relatively vulnerable to large-scale flooding events.

Populations

Increases in the magnitudes and frequency of flood events will adversely affect populations in the city through both direct impacts and several secondary hazards. Electrical equipment impacted by flood waters can result in fires, creating further threats to public safety. Hazardous materials can also get into floodways, causing health concerns and polluted water supplies. Although all residents and visitors of the city will be sensitive to severe storms and flooding, vulnerable population groups will likely face disproportionate negative impacts. In addition to lacking adequate shelter and protection from storm events, individuals experiencing homelessness may have limited access to warning messages and other pertinent information from the City or Sacramento County. Senior citizens and individuals with disabilities may face these challenges and are likely to have limited mobility and ability to react to and prepare for these events.

Built Environment

Increases in the magnitude and frequency of flood events pose significant risk to the city's buildings, critical facilities, transportation infrastructure, utility infrastructure, and essential services. Electrical infrastructure may be inundated, disrupting service to residences and critical facilities as well as further challenging public safety infrastructure such as traffic signals. Additionally, underground electrical infrastructure is considered more vulnerable to flooding as prolonged periods of inundations inhibit repairs.

Damage to transportation infrastructure from severe floods is likely to occur as well. Flood conditions, such as those cause by increased magnitude of peak stream flows in winter, may damage roads near perennial streams. Roads, bridges, and culverts are susceptible to increased runoff during storm events, especially following a

wildfire, causing failures due to washouts, plugging, overtopping, stream diversion, and scour. Transportation infrastructure near streams and floodplains will be especially vulnerable.

Community Functions

Flooding may have economic impacts on businesses and public agency budgets in other ways. Increased direct and indirect costs associated with flood mitigation services, clean-up operations, and maintenance and replacement of damaged structures and infrastructure could put considerable strain on local and regional government budgets. If floods cause sustained closures of major roadways, access to major tourism and recreation destinations and activities in the city could be limited. Events such as these would interrupt business cycles and cause revenue loss for businesses and the City, affecting the City's ability to provide basic services to residents and visitors.

The potential for floods to damage roads creates considerable risk to emergency services. The need for emergency response may be required during or immediately after a significant flooding event, and this response could be inhibited by damaged roads. However, these impacts can also persist, especially if funding for maintenance and repair is limited. This risk may be exacerbated if floods result in electric power outages or other impacts to energy resources.

DROUGHT AND WATER SUPPLY

Increased average temperatures and a compressed rate of snowmelt in the northern Sierra Nevada region, along with inadequate precipitation during the typically rainy season, have previously affected surface water supplies for Folsom Lake and have had secondary impacts on the region and city's water supply. With high volatility in annual precipitation and snowpack projected to decline over 50 percent by the end of the century, the American River Basin is likely to experience less annual runoff into Folsom Reservoir.

Populations

In the event of a severe and sustained drought lasting multiple years, Folsom Lake's water supply could be severely affected and result in the need for increased water conservation efforts to be implemented by jurisdictions in the Sacramento region. City residents may be encouraged to reduce household water demand, which may limit certain activities such as landscape irrigation. Actions taken by the City in drought scenarios are included in the City's Urban Water Management Plan (UWMP) and discussed further in Section 1.6.2. A long-term drought scenario would likely not result in increased water costs for residents.

Built Environment

While increasingly frequent and prolonged droughts directly threaten residents of the city, the built environment will not experience substantial direct impacts associated with this climate-related hazard. However, these conditions have the potential to cause secondary impacts. Heavy rainfall or snowfall during drought conditions can cause intense flooding, debris flows, landslides, and mudslides, which pose risks to the city's built environment.

Community Functions

Droughts create cascading effects on community functions that may worsen in the future. The associated risks include adverse impacts on timber harvesting, reduction in native habitat and overall ecological function, increased forest fuels for wildfire, and economic consequences associated with decreases in tourism and recreation. More intense future droughts affecting the region could result in decreasing recreation opportunities on and surrounding Folsom Lake. Decreased recreation could have a direct impact on city business revenue from pass through visitors. Increased episodes of drought and increased water demand could result in water shortages for the region, endangering residents and ecological systems (e.g., flood control or sensitive habitat, recreational areas).

SUMMARY OF SENSITIVITY AND POTENTIAL IMPACTS

Based on guidance from the APG, potential impacts from each climate change effect are rated on a qualitative scale comprised of Low, Medium, and High ratings. A description of each qualitative rating for potential impacts is provided in Table 7.

Table 7: Potential Impact Scoring	
Score	Potential Impact Scoring Description
Low	Impact is unlikely based on projected exposure; would result in minor consequences to public health, safety, and/or other metrics of concern.
Medium	Impact is somewhat likely based on projected exposure; would result in some consequences to public health, safety, and/or other metrics of concern.
High	Impact is highly likely based on projected exposure; would result in substantial consequences to public health, safety, and/or other metrics of concern.

Source: CalOES 2020.

The climate change effects anticipated to impact the city are ranked in Table 8 for a potential impact score. This evaluation is based on the exposure analysis and analysis of sensitivities and impacts throughout Section 2.2.

Table 8: Potential Impact Summary	
Climate Change Effect	Potential Impact Rating
Increased Temperatures and Extreme Heat	High
Increased Extreme Precipitation and Flooding	High
Drought, Water Supply, and Reduced Snowpack	Medium
Increased Wildfire Risk	Medium

Source: Ascent Environmental 2021.

Adaptive Capacity

The third step in the vulnerability assessment process is to evaluate the adaptive capacity of the populations, built environment, and community functions to address the impacts of climate change. Adaptive capacity, analyzed in this section, refers to a community’s current and future ability to address climate-related impacts. A review of the City’s existing policies, plans, programs, and resources, as well as those from relevant regional and State agencies and organizations, provides an assessment of the City’s current ability to reduce vulnerability to hazards and adapt to climate change over the long-term. However, these efforts do not comprehensively identify all of strategies and actions that will need to be implemented by the City and other agencies to adequately address the full scope and magnitude of potential climate change impacts. Climate change will increase the frequency and severity of climate-related hazards in the future, requiring updates to emergency response and land use planning, new policies and programs, and new strategic partnerships. The following section summarizes current State and regional planning efforts that address climate-related hazards.

EXISTING STATE AND REGIONAL PLANNING EFFORTS

California Department of Transportation

The Climate Change Branch in the California Department of Transportation (Caltrans) Division of Transportation Planning is responsible for overseeing the development, coordination, and implementation of climate change policies in all aspects of the Department’s decision making. In 2013, Caltrans completed its first report intended to help reduce GHG emissions and adapt the State’s transportation system to prepare for the impacts of climate change (Caltrans 2013), which includes a series of strategies to reduce the risk from various climate change impacts, including increasingly intense precipitation events.

Strategies outlined in the report include using vegetation to prevent erosion along roadways, assessing and resizing culverts to accommodate increased precipitation, coordinating with local jurisdictions regarding route closures as well as pursuing individual projects included in the Caltrans District Vulnerability Assessments. In 2019, Caltrans completed the District 3 Vulnerability Assessment which provides an overview of potential climate impacts to the district's portion of the State Highway System. The District 3 Vulnerability Assessment is part of a larger adaptation process undertaken by Caltrans to assess risk to Caltrans assets in the district and prioritize adaptation strategies from various climate impacts. The District 3 Vulnerability Assessment includes projected climate change exposure from precipitation change, flooding, temperature change, wildfire, storm surge, and sea level rise.

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization (MPO) for the six-county Sacramento region including the 22 cities within El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties. SACOG develops the region's long-range transportation plan which guides transportation and land use planning in the region. In 2015, SACOG adopted the *Sacramento Region Transportation Climate Adaptation Plan* to address how potential climate change impacts affect the region's transportation infrastructure. The plan highlights key impacts from climate change that could occur on the Sacramento region's transportation system in the future as well as a guiding action plan for future adaptation planning and implementation.

Sacramento County and Sacramento Office of Emergency Services

Sacramento County completed a vulnerability assessment in 2015 that assessed the projected changes associated with climate change in the County (including the City of Folsom), including impacts from changes in precipitation patterns and increased flooding. The assessment highlighted the unique vulnerabilities of Sacramento County to climate change including projected increases in the frequency, intensity, and duration of extreme storm events as well as projected regional temperature increases leading to earlier and more rapid melting of the Sierra Nevada snowpack and subsequent increases in flow rate of surface waters in Sacramento County (Sacramento County 2017a).

The Sacramento County Office of Emergency Services (Sacramento OES) provides support and resources for emergency preparedness through its Sacramento Ready Program and operates the county's Emergency Alerts Notification System. Sacramento, Yolo, and Placer County residents can use the Citizen Opt-In portal to receive critical and time sensitive alerts regarding flooding, levee failures, severe weather, disaster events, unexpected road closures, missing persons, and evacuations of buildings or neighborhoods in specific geographic locations. Sacramento OES coordinates with police and fire departments in the incorporated cities in the County for emergency planning and response purposes. Sacramento OES also develops and updates planning documents including the County's *Evacuation Plan*, *Emergency Operations Plan*, *Mass Care and Shelter Plan*, and the County's LHMP. Sacramento County, along with the City, is currently in the process of updating the City's Local Hazard Mitigation Plan. The 2021 Local Hazard Mitigation plan is expected to be complete by September 2021 and will include a section specifically on climate change.

EXISTING LOCAL PLANNING EFFORTS

Emergency Operations Plan and Evacuation Route Plan

The EOP is designed to address the City's planned response to significant emergency situations. The EOP provides an overview of operational concepts relating to various emergencies to provide a system for the effective management of emergency situations through an emergency management organization and define the overall responsibilities for all agencies and individuals, public and private, having a role in emergency preparedness, response, recovery, and/or mitigation in the city. It facilitates coordination of planning efforts of the various emergency staff and service elements utilizing the National Incident Management System and the

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Standardized Emergency Management System. The objective of this plan is to incorporate and coordinate all of the City's facilities and personnel into an efficient organization capable of responding to any emergency.

Appendix 1 of the EOP includes the City's Evacuation Plan, adopted in 2020, which provides guidance for the evacuation and movement of people during any disaster, or any type of major call/critical incident, that may be encountered in the city. As noted in the Evacuation Plan, the overall objectives of evacuation operations are:

- Expedite movement of persons from hazardous areas.
- Control evacuation traffic.
- Provide transportation for those without vehicles and for those with special needs (language barriers, physical/mental disability, elderly, etc.).
- Provide perimeter control and security for evacuated areas.
- Provide a controlled area from which evacuation will take place, and prevent entry by unauthorized persons.
- Maintain law and order in the evacuation area.

The Evacuation Plan includes analysis and detailed mapping to identify designated roadways for evacuation routes for neighborhoods, titled Evacuation Zones in the plan, throughout the city as well as the location and capacity for evacuation centers and shelters. As part of the EOP, the Evacuation Plan also includes emergency operations procedures for City personnel to follow during emergency evacuation events.

City of Folsom Community Wildfire Protection Plan

The City's CWPP (City of Folsom 2011) was developed in collaboration with the Folsom Fire Department, CAL FIRE, and U.S. Bureau of Reclamation. The Plan was developed to help the City and partner agencies protect human life and reduce the loss of property, critical infrastructure, and natural resources from the impacts of wildfires. The Plan includes an analysis of the wildfire risk experienced by the city and includes a priority set of actions to be taken by the City, residents, and business owners to reduce the severity of wildfire impacts. The main strategy themes included in the Plan include increasing collaboration between stakeholders and relevant agencies, reducing wildfire risk in the WUI, creating and maintaining defensible spaces for structures and properties, and coordinating evacuation protocols to implement when wildfires do occur.

City of Folsom Urban Water Management Plan

The City's UWMP, adopted in 2016, provides a framework for water planning to minimize the negative effects of potential water shortages and provides useful information to the public about the City and its water management programs. The UWMP is also a comprehensive water planning document which describes existing and future supply reliability, forecasts future demands, presents demand management progress, and identifies local and regional cooperative efforts to meet projected water use. Chapter 6 of the UWMP includes a Water Shortage Contingency Plan which includes protocols and strategies to help the City reduce overall water use in a long-term drought scenario. In May 2021, the City released the public draft version of the 2020 Urban Water Management Plan, which includes a new standalone more robust Water Shortage Contingency Plan to address water use in a long-term drought scenario including compliance and enforcement actions available to administer water demand reductions.

Adaptive Capacity Scoring

Based on a combination of the adaptation initiatives outlined in these documents and additional adaptive efforts that have been pursued, the City's adaptive capacity for each climate change effect can be rated Low, Medium, or High. High adaptive capacity indicates that sufficient measures are already in place to address the

points of sensitivity and impacts associated with climate change, while a low rating indicates a community is unprepared and requires major changes to address hazards (CalEMA and CNRA 2012:26). Adaptive capacity ratings are described in Table 9.

Table 9: Adaptive Capacity Scoring	
Score	Adaptive Capacity Scoring Description
Low	The community lacks capability to manage climate impact; major changes would be required.
Medium	The community has some capacity to manage climate impact; some changes would be required.
High	The community has high capacity to manage climate impact; minimal to no changes are required.

Source: CalOES 2020.

The following sections, organized by climate change effect, describe the current adaptive efforts that have been implemented to address climate-related hazards. These evaluations serve to analyze and ultimately score adaptive capacity related to each climate change effect.

ADAPTIVE CAPACITY BY HAZARD

Increased Temperatures and Extreme Heat

Adaptive Capacity Rating: Low

The City does not generate its own electricity and may not be in a position to protect vulnerable populations (aside from opening cooling centers) from the impacts that will be caused by rising temperatures and a drastic increase in the number of extreme heat events. As rising temperatures and extreme heat lead to more frequent electricity outages, the lack of backup power sources for residents and business will expose more residents to risk of health impacts associated with extreme heat. While the LHMP does include extreme heat as a hazard, relevant information is limited. Impacts associated with increases in temperatures and extreme heat events are the largest potential impact for the city. This means that although the City may be adequately prepared to address extreme heat events currently, the vulnerabilities faced by the city including impacts to youth, seniors, and homeless populations as well as impacts on energy demand and services are likely to exceed to City's current capacity.

For these reasons, the adaptive capacity ranking for increased temperatures and extreme heat is Low.

Increased Wildfire Risk

Adaptive Capacity Rating: High

The County, State and regional agencies, and other partners are implementing a diverse array of policies and programs that address the design of structures, fire safety, community preparedness, and emergency response, decreasing the city's overall vulnerability to the threat of wildfire. However, as the threat of wildfire increases both locally and regionally, the City, in coordination with federal, state, and local agencies, will need to continue to adapt to projected impacts from wildfire. While the city is at relatively low risk from direct wildfire impacts, the affects from regional wildfires on the city through secondary impacts such as wildfire smoke and regional transportation route disruptions will continue to affect the city. Because these impacts have been increasing in intensity and severity in recent years and are somewhat novel, the city will need to make minimal changes to expand its capacity to address these types of impacts.

For these reasons, the adaptive capacity associated with wildfire is high.

Increased Extreme Precipitation and Flooding

Adaptive Capacity Rating: Medium

The City has adequately assessed its flood risk through the LHMP and other planning documents. The City and stakeholders have developed, adopted, and enforced several policies and programs that will serve to mitigate impacts from increasingly frequent floods in the future. While the city’s populations and assets are not severely threatened by floods as identified in the LHMP, the City, Sacramento County and other regional and local agencies can continue to implement policies and programs that reduce the risks associated with significant flooding events. As noted in Section 2.1.2, the risk of a large-scale storm event similar to the Great Flood events of 1861–1862 is more likely than not occur at least once by 2060. This means that although the City is adequately prepared to address flooding events currently, an event such as this would result in widescale impacts on the city and potentially affect Folsom Dam.

Therefore, the adaptive capacity associated with increased extreme precipitation and flooding is medium.

Drought and Water Supply

Adaptive Capacity Rating: Medium

The City understands that a reliable water supply is essential. The City’s UWMP will assist in building resilience to future drought conditions. However, given the city’s reliance on Folsom Lake as the primary water supply increases the vulnerability of regional drought impacts when they do occur. The city is still somewhat vulnerable to these climate-related hazards, particularly in terms of the economic and related impacts (irrigation of recreation fields, constraints on future housing development) of generally dryer conditions, interannual precipitation variability, and reduced snowpack. These climate change effects will pose risks to tourism-related businesses that rely on pass-by visitors to Folsom Lake and the surrounding recreation areas when long-term droughts do occur.

Based on the reasons stated above, the adaptive capacity ranking for drought, water supply, and reduced snowpack is medium.

SUMMARY OF ADAPTIVE CAPACITY

Like the sensitivity and potential impacts analysis, the adaptive capacity ratings of each climate change effect will help the City understand priority areas where there are gaps in preparing for and adapting to climate change. Table 10 summarizes the City’s adaptive capacity regarding each climate change effect.

Table 10: Adaptive Capacity Summary	
Climate Change Effect	Adaptive Capacity Rating
Increased Temperatures and Extreme Heat	Low
Increased Wildfire Risk	High
Increased Extreme Precipitation and Flooding	Medium
Drought, Water Supply, and Reduced Snowpack	Medium

Source: Ascent Environmental 2021.

Vulnerability Scoring

The final step in the vulnerability assessment is to characterize the vulnerability to each climate change effect. The city’s vulnerability to each identified impact is assessed based on the magnitude of risk to and potential impacts on populations, the built environment, and community functions while considering the current adaptive capacity in place to mitigate for these impacts. Based on the ratings of potential impacts and adaptive capacity,

an overall vulnerability score can be determined for each climate change effect. This scoring can help the City understand which effects pose the greatest threats and should be prioritized in future planning efforts. Table 11 presents the rubric used to determine overall vulnerability scores based on the ratings for potential impacts and adaptive capacity.

Table 11: Potential Impact Summary

Vulnerability Score				
Adaptive Capacity	Low	3	4	5
	Medium	2	3	4
	High	1	2	3
		Low	Medium	High
Potential Impacts				

Source: CalOES 2020; adapted by Ascent Environmental in 2021.

Vulnerability scoring for each climate change effect identified and evaluated in Sections 1.5.4 through 1.5.7 is included in Table 12 below. The table shows that increased temperatures and extreme heat is assigned a vulnerability rating of 5 and therefore should be a high priority for the City. Impacts from increased precipitation and flooding as well as water supply are both assigned a vulnerability score of 3. These climate change effects are likely to have significant impacts on the city's populations, built environment, and community functions in the near-term, and although a variety of adaptive efforts related to both climate change effects are in place and underway, the magnitude of the risks posed by these hazards contributes to high vulnerability in the city. Increased wildfire risk is characterized as having a vulnerability rating of 2. This climate change effect will likely have lower priority impacts on the city and is currently being addressed adequately based on existing conditions, but additional adaptation and resilience planning will be required in the future to mitigate impacts and protect the city.

Table 12: Vulnerability Scoring Summary

Climate Change Effect	Vulnerability Score		
	Adaptive Capacity	Potential Impact	Vulnerability
Increased Temperatures and Extreme Heat	Low	High	5
Increased Extreme Precipitation and Flooding	Medium	High	4
Drought and Water Supply	Medium	Medium	3
Increased Wildfire Risk	High	Medium	2

Source: CalOES 2020; adapted by Ascent Environmental in 2021.

Conclusion

The City, regional and State agencies, and other stakeholder groups have already implemented a variety of initiatives to address climate change in the city through existing policies, programs, and actions. As climate change continues to exacerbate risks and impacts from heat waves, wildfires, flooding, and drought, it is critical that the City continues to develop and implement adaptation strategies to plan for and mitigate these risks. This includes but is not limited to an update to the City's Safety and Noise Element to address and prepare for the impacts of climate change.

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EXHIBIT E

Implementation Element Update



10 Implementation

If the City's General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. This element describes the General Plan Maintenance and Monitoring procedures and lists the General Plan's implementation programs.

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Maintenance and Monitoring

The City of Folsom is committed to reviewing its progress in implementing the goals and policies of the General Plan at a minimum of every five years. Since many of the factors and issues that the General Plan addresses change from year to year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the Plan's vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

General Plan Review and Update

At least once every 10 years, the City will aim to thoroughly review the General Plan and revise and update it as necessary. This review and update process will encompass the entire General Plan, including the Background Report and Policy Document goals, policies, and implementation programs.

General Plan Amendments

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. Like the adoption of the general plan itself, General Plan amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan. Some of these will be policy changes, while many will likely be changes to the Land Use Diagram. City staff and decision-makers will need to carefully evaluate each of the changes, not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

General Plan Consistency in Implementation

To ensure City staff and decision-makers systematically implement the policies and proposals of the general plan, State law since the early 1970s has increasingly insisted that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law.

The following is a partial list of City actions that must be consistent with the General Plan:

- Master plans
- Specific plans
- Capital projects (including indirectly facility master plans)
- Development agreements
- Subdivision approvals
- Development projects

Categories of Implementation Actions/Tools

The City of Folsom will implement the goals and policies of the General Plan through many actions and tools grouped according to the eight categories listed below. The two- to four-letter identifiers are used in Part 2 of the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs section of Part 3 to indicate the type of specific implementation program:

- Regulation and Development Review **RDR**
- City Master Plans, Strategies, and Programs **MPSP**
- Financing and Budgeting **FB**
- Planning Studies and Reports **PSR**
- City Services and Operations **SQ**
- Inter-governmental Coordination **IGC**
- Joint Partnerships with the Private Sector **JP**
- Public Information **PI**

Regulation and Development Review (RDR)

Many General Plan policies are implemented through regulations adopted by the City based on the City's "police power" to protect the public health, safety, and welfare. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the General Plan. The following is a list of regulatory plans and ordinances commonly used to implement the General Plan:

- Master plans
- Specific plans
- Zoning ordinance
- Subdivision ordinance
- Building and other codes
- Habitat conservation plans
- California Environmental Quality Act (CEQA)
- Development review

City Master Plans, Strategies, and Programs (MPSP)

The City has adopted many master plans, strategies, and programs focusing City attention on various types of City services and facilities, development, or geographic areas. These are prepared to provide more specific direction for City decision-makers, staff, and the public on how the General Plan will be implemented. They are not elements or components of the General Plan. The following is a list of master plans, strategies, and programs that the City has prepared or plans to prepare:

- Parks and Recreation Master Plan
- Pedestrian Master Plan
- Bikeway Master Plan
- Intelligent Transportation Systems (ITS) Master Plan
- Arts and ~~Cultural~~Culture Master Plan
- Historic District Zoning Ordinance and Design and Development Guidelines
- Historic Preservation Master Plan
- Water Master Plan

- Urban Water Management Plan
- Fire Service Delivery Plan
- Emergency Operations Plan
- Multi-Hazard Mitigation Plan
- Community Wildlife Preparedness Plan
- Sanitary Sewer Management Plan
- River District Master Plan
- Active Transportation Plan (In-Progress 2021)
- Folsom City Zoo Sanctuary Master Plan
- Open Space Management Plan
- Folsom Plan Area Open Space Management Plan
- Parks & Recreation Facilities Renovation Master Plan

Specific implementation programs call for the annual or periodic review of many of these master plans, strategies, and programs in addition to adoption of some new master plans and strategies.

Financing and Budgeting (FB)

The development, maintenance, and operation of public facilities such as parks and drainage facilities and the provision of City services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program, which is updated annually. The following is a list of revenue sources used by or available to the City to support development, maintenance, or operation of public facilities and services:

- Property tax revenue
- Sales tax revenue
- User fees
- Development fees
- Quimby Act (Park) dedications
- Business improvement districts
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes
- County, State, and Federal funding

Planning Studies and Reports (PSR)

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council as needed or are prepared annually to report on the status and implementation of the General Plan or a master plan.

City Services and Operations (SO)

The City provides a broad range of services to its residents, businesses, and visitors, and manages and operates its facilities to meet community needs. How the City provides services and carries out its operations makes a significant difference in how effectively the General Plan is implemented.

Inter-governmental Coordination (IGC)

The City must coordinate with numerous local, regional, State, and Federal agencies to implement the General Plan. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Local agencies such as Sacramento County; Folsom Cordova Unified School District; and special districts;
- Regional agencies such as Sacramento Local Agency Formation Commission (LAFCo); Sacramento Area Council of Governments (SACOG); Sacramento Regional Transit (SacRT); and Sacramento Placerville Transportation Corridor (SPTC-JPA);
- State agencies such as Caltrans, General Services, California Environmental Protection Agency (EPA), California Department of Parks and Recreation, California Office of Historic Preservation, and Native American Heritage Commission (NAHC); and
- Federal agencies such as U.S. Bureau of Reclamation; U.S. Fish and Wildlife Services (USFWS); U.S. Army Corps of Engineers; and Federal Emergency Management Agency (FEMA).

The City recognizes there are unique public and private partnerships. In those instances where there are public and private partnerships, it will involve both inter-governmental coordination and joint partnerships with the private sector as described in more detail below.

Joint Partnerships with the Private Sector (JP)

The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan.

Public Information (PI)

The City can use a wide range of tools to keep the city's residents informed of City services or other issues of current interest. Public information can be distributed through media such as brochures, pamphlets, the City's website, workshops, seminars, public access television, radio, newspapers, public hearings, neighborhood and community meetings, and customer service hotlines.

Implementation Programs

Specific implementation programs are listed in the following tables. Similar to the policies, each implementation program is followed by a set of letters that identifies a type of action or tool that the City will use to carry out the implementation program. Following each implementation program is a description of which policy(ies) the program implements, which City department(s) is responsible for implementation, and which department(s) will support the responsible department(s). Finally, to the right of each program is a timeline that identifies when the implementation will be completed.

The implementation program tables are organized as follows:

- Table 9-1: Land Use Implementation Programs
- Table 9-2: Mobility Implementation Programs
- Table 9-3: Economic Prosperity Implementation Programs
- Table 9-4: Natural and Cultural Resources Implementation Programs
- Table 9-5: Public Facilities and Services Implementation Programs
- Table 9-6: Parks and Recreation Implementation Programs
- Table 9-7: Safety and Noise Implementation Programs

Table 9-1: Land Use Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>LU-1. Update the Zoning Ordinance</p> <p>Develop a priority list for how sections of the Folsom Zoning Ordinance and applicable guidelines will be updated consistent with the General Plan. The City shall review and update the Folsom Zoning Ordinance and applicable guidelines, consistent with the policies and diagrams of the General Plan. The update shall include developing appropriate standards to encourage mixed use within the East Bidwell Overlay area and transit-oriented development around light rail stations, including restrictions on automobile-oriented uses within one-quarter mile of light rail stations. The City shall review and update the Historic District Design and Development Guidelines. RDR PSR</p>		X				X
Implements Policy(ies):	LU 1.1.1					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p>LU-2. Vacant and Underutilized Sites</p> <p>Develop and maintain a citywide database of vacant and underutilized sites to monitor the city's growth and change. The City shall prepare an annual report to the Planning Commission and City Council on the number of vacant sites and underutilized sites that were developed during the previous year. PSR PI</p>		X			X	
Implements Policy(ies):	LU 1.1.11					
Responsible Department(s)	Community Development					
Supporting Department(s)	Information Systems					
<p>LU-3. Corporation Yard Special Study</p> <p>Develop and adopt a study of the current City of Folsom corporation yard to determine appropriate uses and projects after the City relocates the corporation yard. MPSP</p>			X			
Implements Policy(ies):	LU 4.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						


Table 9-1: Land Use Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
LU-4. Property Owner Outreach on Overlay Designations		X				X
Reach out to property owners within the East Bidwell Mixed Use Overlay and Transit-Oriented Development Overlay areas to explain the options available to property owners and developers in this area, and provide technical assistance, as appropriate, to facilitate development within these areas. RDR PI						
Implements Policy(ies):	LU 3.1.1- 3.1.8, 4.1.1-4.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						
LU-5. River District Master Plan		X	X			
Prepare a River District Master Plan for Folsom’s riverfront area that is based on widespread community engagement as well as coordination with the California Department of Parks and Recreation. MPSP						
Implements Policy(ies):	LU 5.1.1-5.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
LU-6 Adopt Green Building 						X
Encourage new residential and non-residential construction projects to adopt and incorporate green building features included in the CALGreen Tier 1 checklist in project designs; and, encourage projects to seek LEED rating and certification that would meet equivalent CALGreen Tier 1 standards or better. Consider future amendments to City code to adopt CALGreen Tier 1 requirements consistent with State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, CALGreen Tier 1 compliance would be required.						
Implements Policy(ies):	LU 1.1.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-1: Land Use Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>LU-7 Encourage Zero Net Energy</p> <p>Encourage Zero Net Energy (ZNE) building design for new residential and non-residential construction projects. Consider future amendments to City code to adopt ZNE requirements consistent with the State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, achievement of ZNE would be required consistent with provisions in the State building code under California Code of Regulations, Title 24, Part 6.</p>						X
Implements Policy(ies):	LU 1.1.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-2: Mobility Implementation Programs


		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>M-1. Transportation Demand Management </p> <p>Adopt a citywide Transportation Demand Management (TDM) program that encourages residents to reduce the amount of trips taken with single-occupancy vehicles. The program shall be designed to achieve an overall 15 percent vehicle mile traveled (VMT) reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT. The City shall coordinate with employers to develop a menu of incentives and encourage participation in TDM programs. MPSP</p>			X			
Implements Policy(ies):	M 1.1.9, NCR 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
<p>M-2. Intelligent Transportation Systems (ITS) Master Plan</p> <p>Adopt and periodically update an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Implement the ITS Master Plan that may include the following:</p> <ul style="list-style-type: none"> Installing closed-circuit television (CCTV) cameras at designated traffic signals as defined in the ITS Master Plan. Collaborating with neighboring jurisdictions to develop ITS standards and specifications; participate in the Highway 50 Fiberoptic Interconnection Group (50-FIG). Deploying Dynamic Message Signs (DMS) at major decision points and key traveler information locations. Developing and maintain a Traffic Operations Center to facilitate the sharing of traffic information between City staff, the public, and neighboring agencies. Creating an ITS Operations and Maintenance Plan, including steps for replacing legacy equipment and systems. SO/MPSP 				X		
Implements Policy(ies):	M 1.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	<u>Community Development</u> <u>Information Systems</u>					



Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-3. Electric Vehicle Charge Stations in Public Places  <p>Develop and implement a citywide strategy to install electric vehicle charging stations in public places where people shop, dine, recreate, and gather. MPSP</p>			X			
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
M-4. Electric Vehicle Charge Stations at City Facilities  <p>Explore options to install electric vehicle quick charge stations at City facilities. SO</p>			X			
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	<u>Public Works</u> <u>Community Development</u>					
Supporting Department(s)	<u>Parks and Recreation</u> <u>Public Works</u>					
M-5. Pedestrian Master Plan <p>Review and update its pedestrian master plan every five years to ensure it remains current and continues to provide sound guidance in creating links between Folsom’s destinations. MPSP</p>			X	X		
Implements Policy(ies):	M 2.1.1					
Responsible Department(s)	<u>Parks and Recreation</u> <u>Community Development</u>					
Supporting Department(s)	Public Works, <u>Community Development</u> <u>Parks and Recreation</u>					
M-6. Bikeway Master Plan <p>Review and update its bikeway master plan every five years to ensure it remains current and continues to provide sound guidance in creating links between Folsom’s destinations. MPSP</p>			X	X		
Implements Policy(ies):	M.2.1.5					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	<u>Public Works</u> , <u>Community Development</u>					


Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>M-7. Bicycle Safety Education</p> <p>Continue to implement a bicycle-safety education program for cyclists and motorists.</p> <p>PI</p>						X
Implements Policy(ies):	M.2.1.9					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Public Works, Police Department					
<p>M-8. Bicycle and Pedestrian Improvements </p> <p>Identify regional, State, and Federal funding sources to support bicycle and pedestrian facilities and programs to improve roadways and intersections by 2035. Actions include:</p> <ul style="list-style-type: none"> Require bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections serving the project. Improvements may include, but are not limited to: on-street bike lanes, traffic calming improvements such as marked crosswalks, raised intersections, median islands, tight corner radii, roundabouts, on-street parking, planter strips with street trees, chicanes, chokers, any other improvement that focuses on reducing traffic speeds and increasing bicycle and pedestrian safety. <i>For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, incorporation of applicable bicycle and pedestrian improvements into project designs or conditions of approval would be required.</i> Based on the most recent citywide inventory of roadways and pedestrian/bicycle facilities, identify areas of greatest need, to focus improvements on first. Areas to prioritize include roadways or intersections with a lack of safety features, street where disruption in sidewalks or bicycle lanes occurs, areas of highest vehicle traffic near commercial centers and transit facilities, where increased use of pedestrian/bicycle facilities would be most used. RDR FB 						X
Implements Policy(ies):	M 1.1.4, M 1.1.6, M 1.1.5, M 2.1.2, M 2.1.3, M 2.1.4, M 2.1.15					
Responsible Department(s)	Parks and Recreation, Public Works					
Supporting Department(s)	Community Development					

Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-9. Safe Routes to School Coordinate with the Folsom Cordova Unified School District to pursue Safe Routes to School grants to fund programs and projects that ensure Folsom children can walk or bike to school safely. IGC						X
Implements Policy(ies):	M 2.1.16					
Responsible Department(s)	Public Works, Parks and Recreation					
Supporting Department(s)	Community Development					
M-10. Capital Southeast Connector Coordinate with other members of the Capital Southeast Connector Joint Powers Authority (JPA) to ensure the connector is constructed. The City shall continue to assign a Folsom representative to the JPA board. IGC						X
Implements Policy(ies):	M 4.1.4					
Responsible Department(s)	Public Works Community Development					
Supporting Department(s)	Community Development Public Works					
M-11. Parking Standards 🌐 Review and update its parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use and transit-oriented developments. RDR		X				
Implements Policy(ies):	M 4.2.1, M 4.2.2, M 4.2.3, M 4.2.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						
M-12. Commercial Truck Routes Review and update its commercial truck routes map to ensure it meets the economic needs of the community and includes STAA routes. MPSP		X				
Implements Policy(ies):	M 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					


Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-13. Quarry Truck Management Plan					X	
Maintain and implement a Quarry Truck Management Plan. 						
Implements Policy(ies):	M 5.1.5					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

Table 9-3: Economic Prosperity Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
EP-1. Industry Cluster Analysis		X				
Coordinate with the Folsom Chamber of Commerce to conduct an analysis of the industry clusters that exist in Folsom and the emerging or potential clusters in Folsom. MPSP						
Implements Policy(ies):	EP 2.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)	Community Development					
EP-2. Customer Service Survey		X				
Develop and implement a customer service survey to better understand the customer service relationship between the City and business community. MPSP						
Implements Policy(ies):	EP 3.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)						
EP-3. Folsom Accelerated Small Tenant Improvement Review (FASTIR)						X
Continue to maintain and implement a program to help tenants obtain building permits in a timely manner, with a goal of providing building permits within one to two days. RDR						
Implements Policy(ies):	EP 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						
EP-4. Inventory of Developable Sites						X
Develop and maintain an inventory of developable sites to encourage the development of key new industries. MPSP						
Implements Policy(ies):	EP 3.2.1					
Responsible Department(s)	Community Development					
Supporting Department(s)	Information Systems					

Table 9-3: Economic Prosperity Implementation Programs

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
EP-5. Folsom Tourism Bureau						X
Coordinate with the Folsom Tourism Bureau on strategies to attract visitors to Folsom. The City shall invite representatives from the Folsom Tourism Bureau to regularly brief the Folsom City Council on programs and strategies. 						
Implements Policy(ies):	EP 6.1.7					
Responsible Department(s)	City Manager					
Supporting Department(s)	Community Development, Parks and Recreation					

Table 9-4: Natural and Cultural Resources Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
NCR-1. Urban Forest Plan			X			
Develop and maintain an Urban Forest Plan. MPSP						
Implements Policy(ies):	NCR 1.1.8					
Responsible Department(s)	Community Development					
Supporting Department(s)						
NCR-2. Maintain GHG Emissions Inventory			X	X		
Review and update the City's GHG emissions inventory for municipal and communitywide GHG emissions every five years at a minimum.						
Implements Policy(ies):	NCR 3.2.1, 3.2.2, 3.2.5					
Responsible Department(s)	Community Development					
Supporting Department(s)						
NCR-3. Creek Week					X	
Sponsor a citywide volunteer creek clean-up day during "Creek Week."						
Implements Policy(ies):	NCR 4.1.4					
Responsible Department(s)	Parks and Recreation, Public Works					
Supporting Department(s)	Community Development					
NCR-4. Cultural Resources Inventory						X
Maintain and implement a cultural resource inventory to identify, evaluate, register, and protect Folsom's cultural resources. MPSP						
Implements Policy(ies):	NCR 5.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
NCR-5. Historic Preservation Master Plan						X
Maintain and implement the Historic Preservation Master Plan. MPSP						
Implements Policy(ies):	NCR 5.1.1, NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-4: Natural and Cultural Resources Implementation Programs

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
NCR 6: Lighting Design Standards			X			
<p>Establish consistent lighting standards for outdoor lighting of city development to reduce high-intensity nighttime lighting and glare. These standards shall be consistent with the Folsom Plan Area Specific Plan Community Design Guidelines. Additional standards shall be considered, including the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <p>To reduce impacts associated with light and glare, the City will require the following lighting standards:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. • Place and shield or screen flood and area lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists. • For public street, building, parking, and landscape 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. For public parks and sports facilities, the City will use the best light and glare control technology feasible, along with sensitive site design. • 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. 						
Implements Policy(ies):	NCR 2.1.3.					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					

Table 9-4: Natural and Cultural Resources Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
NCR 7: Management of Inadvertently Discovered Cultural Resources		X				
<p>Develop a program for the management of inadvertently discovered cultural resources. The program will consist of, but will not necessarily be limited to the following standards:</p> <p>The City will require, through permit or tentative map conditions or contractual obligations, that in the event of any inadvertent discovery of archaeological resources, all such finds will be subject to PRC 21083.2 and CEQA Guidelines 15064.5. Procedures for inadvertent discovery are listed below.</p> <p>In the event of the inadvertent discovery of previously unknown archaeological sites during excavation or construction, all construction affecting the site shall cease and the contractor shall contact the City.</p> <ul style="list-style-type: none"> All work within 100 feet of the find will be halted until a professional archaeologist can evaluate the significance of the find in accordance with NRHP and CRHR criteria. If any find is determined to be significant by the archaeologist, representatives of the City will meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan will be prepared by an archeologist, outlining recovery of the resource, analysis, and reporting of the find. The Treatment Plan will be submitted to the City for review and approval prior to resuming construction. 						
Implements Policy(ies):	NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
NCR 8: Management of Paleontological Resources		X				
<p>Develop a program for the management of paleontological resources. The program will consist of, but will not necessarily be limited to, the following standards and requirements: Prior to approval of a discretionary project, it shall be determined through literature review and records research, the paleontological sensitivity of the geologic units affected by the project. If paleontological resources may be present, conditions will be added to the project approval to monitor for and salvage paleontological resources during ground-disturbing activities.</p>						
Implements Policy(ies):	NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-1. Capital Improvement Plan		X	X	X		
Update the Capital Improvement Plan (CIP) biannually to ensure the implementation and adequacy of the plan. MPSP FB						
Implements Policy(ies):	PFS 1.1.1					
Responsible Department(s)	Public Works, Finance, Parks and Recreation, Environmental & Water Resources					
Supporting Department(s)	All Departments					
PFS-2. Arts and Culture Master Plan		X	X	X		
Review and update an Arts and Cultural Culture Master Plan every five years. As part of the Plan, prepare guidelines for plaques, signs, and other displays in public spaces to increase awareness of such cultural and historic sites and events. MPSP						
Implements Policy(ies):	PFS 1.1.2					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PFS-3. Public Art Guidelines		X	X	X		
Review and update every five years guidelines regarding permanent artwork in public spaces. MPSP						
Implements Policy(ies):	PFS 1.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PFS-4. Water Master Plan			X	X		
Continue to review and update the City's Water Master Plan at least every five years consistent with the land use patterns and densities/intensities provided for in the General Plan. MPSP						
Implements Policy(ies):	PFS 3.1.1					
Responsible Department(s)	Environmental and Water Resources Department					
Supporting Department(s)	Public Works					

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-5. Urban Water Management Plan Review and update the Urban Water Management Plan at least every five years, as required by the Urban Water Management Planning Act. MPSP			X	X		
Implements Policy(ies):	PFS 3.1.2					
Responsible Department(s)	Environmental and Water Resources Department					
Supporting Department(s)	Public Works, Parks and Recreation					
PFS-6. Water Management Programs Maintain its water management programs, including its commercial water audits, large landscape irrigation audits, rebates, and education. MPSP						X
Implements Policy(ies):	PFS 3.1.9					
Responsible Department(s)	Environmental and Water Resources Department					
Supporting Department(s)	Community Development , Parks and Recreation					
PFS-7. Sanitary Sewer Management Plan Review and update Sanitary Sewer Management Plan at least every two years as required by State Water Resources Control Board's General Waste Discharge Requirement Order. MPSP		X	X	X		
Implements Policy(ies):	PFS 4.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-8. Maintenance Permits Obtain State and Federal permits for maintaining all floodways and detention basins and keep these facilities free of flood obstructions.						X
Implements Policy(ies):	PFS 5.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-9. Fire Service Delivery Plan Review and update every three years the Fire Service Delivery Plan to define the future fire protection service needs of the city. MPSP						X
Implements Policy(ies):	PFS 7.1.2					
Responsible Department(s)	Fire Department					
Supporting Department(s)						
PFS-10. City Energy Use Procedures Develop energy use/plug load procedures for City facilities and engage employees in the implementation process. SO						X
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Parks and Recreation Public Works					
Supporting Department(s)						
PFS-11. Evaluate Automating Energy Use Systematically evaluate effectiveness of existing systems to automate energy use and implement energy conservation measures such as automatic HVAC system shutdowns, additional room lighting sensors, automatic computer shutdowns, or any other identified energy reduction opportunities. SO						X
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Parks and Recreation Public Works					
Supporting Department(s)						
PFS-12. Evaluate Energy Use Evaluate facilities energy use to identify key areas where energy upgrades are needed and consider lighting retrofits, building weatherization, and mechanical/HVAC upgrades. SO						X
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Parks and Recreation Public Works					
Supporting Department(s)						


Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-13. Streetlight Retrofit Continue to retrofit streetlights with light-emitting diode (LED) fixtures for energy efficiency and reduced maintenance. SO						X
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Public Works, Parks and Recreation					
Supporting Department(s)						
PFS-14. Energy Efficient Fleet  Continue purchasing alternative fuel/technology vehicles when replacing vehicles in existing fleet. Use high-performance renewable diesel in 100 percent of existing (2014) and future diesel on-road vehicles and convert entire on-road gasoline vehicles to electric by 2035. SO						X
Implements Policy(ies):	PFS 8.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Parks and Recreation , Community Development , Environmental and Water Resources					
PFS-15. Reduce VMT in City Operations Take actions to reduce vehicle miles traveled related to city operations. Potential actions may include: <ul style="list-style-type: none"> • Install timer locks on all City owned restroom facilities – reducing the vehicle travel needed to manually lock/unlock these facilities. • Revise City Design Review process so employees only need to post a notice at the site once. • Allow online credit card payments for certain Community Development Permits - reducing applicant need to drive to City Hall. SO 						X
Implements Policy(ies):	PFS 8.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development, Parks and Recreation					

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-16. PACE Program		X				
Continue to assist in implementing the Property Assessed Clean Energy (PACE) programs to facilitate energy conservation financing in Folsom. MPSP						
Implements Policy(ies):	PFS 8.1.4, PFS 8.1.5, PFS 8.1.6					
Responsible Department(s)	Community Development Public Works					
Supporting Department(s)						
PFS-17. Partnerships for Energy Conservation						X
Work with regional partners and local energy utilities (e.g., Sacramento Municipal Utility District [SMUD] and Pacific Gas & Electric Company [PG&E]) to promote, develop, maintain, and implement energy conservation and efficiency programs. These could include residential and commercial programs that provide rebates and financing for energy efficiency upgrades to existing homes and commercial buildings, SMUD's Greenergy and carbon off-set program, photovoltaic system retrofits, and other applicable programs. IGC						
Implements Policy(ies):	PFS 8.1.4					
Responsible Department(s)	Public Works, Community Development					
Supporting Department(s)	Parks and Recreation					
PFS-18. Neighborhood Cleanup Program 🌐						X
Collect bulky waste (e.g., lumber, furniture, tires) from Folsom residents to maintain a clean, attractive city. SO						
Implements Policy(ies):	PFS 9.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-19. Recycling Containers 🌐		X				
Expand the number of recycling containers at City facilities and properties to capture more recyclables that are currently going to the landfill. SO						
Implements Policy(ies):	PFS 9.1.2, PFS 9.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						






Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-20. Reduce Waste in City Facilities  <p>Reduce waste diverted to the landfill by expanding the use of automatic hand dryers in bathrooms, as well as setting printer defaults to double-sided printing. </p>		X				
Implements Policy(ies):	PFS 9.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)	Parks and Recreation					
PFS-21. M.O.W.E.R. Program  <p>Provide education on composting and grasscycling to the public through the Minimizing Organic Waste with Education and Recycling (M.O.W.E.R.) program. </p>						X
Implements Policy(ies):	PFS 9.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-22 Renewable Energy in City-Operated Buildings  <p>Strive to supplement 25 percent of City-owned building energy demand through on-site or off-site renewable energy sources. On-site sources may include solar panels or other types of renewable energy systems on rooftops or parking areas, and on-site energy storage. Off-site sources could include combinations of equivalent renewable energy generation systems, power purchase agreements, or other off-site programs offered by energy utilities (e.g., SMUD's Greenergy or SolarShares programs).</p>						X
Implements Policy(ies):	PFS 8.1.3					
Responsible Department(s)	Parks and Recreation Public Works					
Supporting Department(s)	Public Works					

Table 9-5: Public Facilities and Services Implementation Programs



		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>PFS-23 High-Efficiency or Alternately-Powered Water Heater Replacement Program </p> <p>Provide educational material and information on the City’s website, as well as through the permit and building department, on the various high-efficiency and alternately-powered water heat replacement options available to current homeowners considering water heater replacement; develop appropriate financial incentives, working with energy utilities or other partners; and, streamline the permitting process. Replacement water heaters could include high-efficiency natural gas (i.e., tankless), or other alternately-powered water heating systems that reduce or eliminate natural gas usage such as solar water heating systems, tankless or storage electric water heaters, and electric heat pump systems.</p>						X
Implements Policy(ies):	PFS 8.1.9					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
<p>PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs </p> <p>Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include:</p> <ul style="list-style-type: none"> • Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings. • Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects. • Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program. • Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low-interest loans or property tax assessments. • Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs). 						X
Implements Policy(ies):	PFS 8.1.3, PFS 8.1.4, PFS 8.1.5					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					




Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>PFS-25 Zero Net Energy Development </p> <p>Adopt an ordinance to require ZNE for all new residential construction by 2020 and commercial construction by 2030, in coordination with State actions to phase in ZNE requirements through future triennial building code updates.</p>		X		X		
Implements Policy(ies):	NCR 3.2.3, LU 9.1.10, LU 1.1.13, LU 1.1.17					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p>PFS-26 Renewable Diesel </p> <p>Revise the City of Folsom’s Standard Construction Specifications to require that all construction contractors use high-performance renewable diesel for both private and City construction. Phase in targets such that high-performance renewable diesel would comprise 50 percent of construction equipment diesel usage for projects covered under the specifications through 2030, and 100 percent of construction equipment diesel usage in projects covered under the specifications by 2035.</p> <p><i>For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, the use of high-performance renewable diesel would be required consistent with the above targets.</i></p>				X		
Implements Policy(ies):	NCR 3.2.7					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p>PFS-27 Reduce Water Consumption in New Development </p> <p>Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water-efficient appliances and plumbing fixtures. Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council)</p> <p><i>For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required.</i></p>						X
Implements Policy(ies):	PFS 3.1.3, PFS 3.1.9					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-6: Parks and Recreation Programs

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PR-1. Parks and Recreation Master Plan			X	X		
Review and update every five years the Parks and Recreation Master Plan to carry out the goals of the General Plan and ensure that the parkland resources and recreation programs are sufficient to maintain Folsom’s high quality of life. MPSP						
Implements Policy(ies):	PR 1.1.1					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PR-2. Alternative Funding Sources			X			
Examine the feasibility of establishing alternative sources of funding for the acquisition, development, and renovation of parklands and financing for expanded recreation programs. FB						
Implements Policy(ies):	PR 1.1.16					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PR-3. Governmental Coordination						X
Coordinate with County, State, Federal, and regional agencies to achieve the goals and policies of the Parks and Recreation Element, including improved public access to the riverfront area for recreation. IGC						
Implements Policy(ies):	PR 4.1.1-4.1.5					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PR-4. Recreation Activity Guide						X
Maintain and implement an activity guide for recreation programs, leagues, and special events at a minimum of two times per year. PI						
Implements Policy(ies):	PR 3.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					



Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
SN-1. Adopt a Noise Reduction Program Adopt a citywide noise reduction program to reduce traffic noise levels along roadways where significant increases in traffic noise levels are expected to occur. The program shall include, but shall not be limited to, the following specific elements for noise abatement consideration where reasonable and feasible: <ul style="list-style-type: none"> • Noise barrier retrofits; • Truck usage restrictions; • Reduction of speed limits; • Use of quieter paving materials; • Building façade sound insulation; • Traffic calming; • Additional enforcement of speed limits and exhaust noise laws; and • Signal timing. 			X			
Implements Policy(ies):	SN 6.1.1, SN 6.1.2, SN 6.1.4					
Responsible Department(s)	Community Development Department					
Supporting Department(s)	Public Works, Police Department					
SN-2. Emergency Operations Plan Review and update every five years the emergency operations plan, which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications. MPSP		X	X			
Implements Policy(ies):	SN 1.1.1					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)	All Departments					
SN-3. Community Emergency Response Team Support the Community Emergency Response Team (CERT) program to prepare residents in the event of a disaster. MPSP						X
Implements Policy(ies):	SN 1.1.2					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)						

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
SN-4. Multi-Hazard Mitigation Plan Review and update every five years the on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan. MPSP						X
Implements Policy(ies):	SN 1.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)						
SN-5. Community Wildfire Preparedness Plan Review and update every five years the Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. MPSP						X
Implements Policy(ies):	SN 4.1.3					
Responsible Department(s)	Fire Department Public Works					
Supporting Department(s)	Parks and Recreation					
SN-6. Hazardous Materials Maintain a hazardous materials program that ensures residents and businesses dispose of hazardous materials properly. The program should allow residents and businesses to schedule pick up of their hazardous materials by the City and educate residents on what the City considers hazardous waste. MPSP						X
Implements Policy(ies):	SN 5.1.1, SN 5.1.2, SN 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						
SN-7. Reduce Aircraft Noise Continue to collaborate with Sacramento County to reduce noise levels from air traffic in Folsom. IGC						X
Implements Policy(ies):	SN 6.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						
SN-8. Review Evacuation Plan and Routes					X	

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>Analyze the capacity, safety, and viability of the City's evacuation routes under a range of emergency scenarios annually, as part of the annual review of the City's Emergency Operations Plan. MPSP</p>						
Implements Policy(ies):	SN 1.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)	Folsom Fire Department, Police Department, Public Works					
SN-9. Update Stormwater and Flood Standards			X			
<p>Review and update, as needed, the City's Design and Procedures Manuals and Improvement Standards to address the increased intensity, duration, and frequency of future flood events. MPSP RDR</p>						
Implements Policy(ies):	SN 3.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
SN-10. Conduct Outreach on Wildfire Smoke Protection				X		
<p>Conduct outreach to educate all residents including vulnerable populations (e.g., youth and seniors) with strategies to protect themselves and their homes from the increased impacts from wildfire smoke. PI</p>						
Implements Policy(ies):	SN 4.1.5					
Responsible Department(s)	Folsom Fire Department, Police Department					
Supporting Department(s)						
SN-11. Upgrade Existing Heat Sensitive Infrastructure				X		
<p>Upgrade existing heat-sensitive infrastructure (e.g., roadways, bridges) in the city to withstand the future intensity and frequency of extreme heat events. SO FB</p>						
Implements Policy(ies):	SN 67.1.1					
Responsible Department(s)	Public Works, Environmental and Water Resources Department					
Supporting Department(s)						
SN-12. Update Design Standards			X			

Table 9-7: Safety and Noise Implementation Programs

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><u>Review and update, as needed, relevant climate-related design standards (e.g., heating and cooling) and building code requirements to ensure development can withstand future extreme heat events.</u> RDR</p>						
Implements Policy(ies):	SN 76.1.1					
Responsible Department(s)	Community Development, Public Works					
Supporting Department(s)						
<p>SN-13. Coordinate with Regional Agencies</p> <p><u>Coordinate with regional service providers including Sacramento Municipal Utility District and Sacramento Regional Transit District to implement infrastructure updates for systems outside the City’s jurisdiction to prepare for climate change impacts (e.g., extreme heat, larger storm events).</u> IGC</p>				X		
Implements Policy(ies):	SN 67.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p>SN-14. Implement a Cool City Strategy</p> <p><u>Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect. The strategy shall include various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city.</u> MPSP IGC</p>			X			
Implements Policy(ies):	SN 67.1.2					
Responsible Department(s)	Community Development, Public Works					
Supporting Department(s)	Parks and Recreation					
<p>SN-15. Conduct Educational Outreach on Extreme Heat Events</p> <p><u>Implement an education and outreach program to relevant businesses and institutions such as residential care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events.</u> PI</p>						X
Implements Policy(ies):	SN 67.1.3					
Responsible Department(s)	Folsom Fire Department, Police Department					

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<u>Supporting Department(s)</u>						
SN-16. Promote Cost Benefits of Reducing Electricity Use			X			
<u>Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods.</u>  						
<u>Implements Policy(ies):</u>	SN 67.1.4					
<u>Responsible Department(s)</u>	Community Development					
<u>Supporting Department(s)</u>						

Attachment 2

Resolution No. 10690 - A Resolution to Amend the Empire Ranch Specific Plan to Expand the Regional Commercial Center (RCC) Land Use Designation to Allow for Multifamily Residential as a Permitted Use in Conjunction with the Folsom Housing Element Update

RESOLUTION NO. 10690

A RESOLUTION TO AMEND THE EMPIRE RANCH SPECIFIC PLAN TO EXPAND THE REGIONAL COMMERCIAL CENTER (RCC) LAND USE DESIGNATION TO ALLOW FOR MULTIFAMILY RESIDENTIAL AS A PERMITTED USE IN CONJUNCTION WITH THE FOLSOM HOUSING ELEMENT UPDATE

WHEREAS, the Planning Commission on July 24, 2021, held a public hearing on the proposed amendment to the Empire Ranch Specific Plan, considered public comments, and based on the information and analysis provided determined that expanding the Regional Commercial Center land use designation to allow multifamily residential as a permitted use in conjunction with the sixth cycle Folsom Housing Element Update will provide additional residential capacity in the City of Folsom; and

WHEREAS, the proposed amendment to the Empire Ranch Specific Plan to allow for multifamily housing within the RCC designation at a density range of 15 to 30 units per acre meets the default density standard for lower-income housing, and will therefore help the City meet its lower income Regional Housing Needs Analysis (RHNA); and

WHEREAS, the proposed amendment to the Empire Ranch Specific Plan is consistent with the City's General Plan, the Zoning Code of the City, and the Empire Ranch Specific Plan; and

WHEREAS, notice has been given at the time and in the manner required by State Law and City Code; and

WHEREAS, an Environmental Checklist and Addendum to the Folsom 2035 General Plan Final Environmental Impact Report has been prepared for the Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, the City Council has approved and adopted said Addendum to the Folsom 2035 General Plan Final Environmental Impact Report for the Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions prior to taking action on the proposed amendment to the Empire Ranch Specific Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the proposed amendment to the Empire Ranch Specific Plan to expand the Regional Commercial Center land use designation to allow multifamily residential as a permitted use, as set forth in the Empire Ranch Specific Plan Amendment Exhibit attached hereto as Exhibit "A", is hereby approved with the following findings:

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. WITH THE PROPOSED AMENDMENT, THE EMPIRE RANCH SPECIFIC PLAN IS CONSISTENT WITH THE FOLSOM GENERAL PLAN.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN ON AUGUST 28, 2018.
- D. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.
- E. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN AND HAS DETERMINED THAT THE PROJECT CREATES NO NEW IMPACTS AND DOES NOT REQUIRE ANY NEW MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT.
- F. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE EMPIRE RANCH SPECIFIC PLAN AMENDMENT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN, THE ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM, AND THE ADDENDUM FOR THE PROJECT.
- G. THE CITY COUNCIL HAS CONSIDERED THE ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN BEFORE MAKING A DECISION ON THE PROPOSED AMENDMENT TO THE EMPIRE RANCH SPECIFIC PLAN.

SPECIFIC PLAN AMENDMENT FINDINGS

- H. THE PROPOSED AMENDMENT TO THE EMPIRE RANCH SPECIFIC PLAN IS IN THE PUBLIC INTEREST.
- I. THE PROPOSED SPECIFIC PLAN AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE EMPIRE RANCH SPECIFIC PLAN AND THE FOLSOM GENERAL PLAN.

- J. THE PROPOSED SPECIFIC PLAN AMENDMENT WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.

- K. PURSUANT TO GOVERNMENT CODE SECTION 65352.3, THE CITY CONTACTED ALL CALIFORNIA NATIVE AMERICAN TRIBES ON THE CONTACT LIST MAINTAINED BY THE NATIVE AMERICAN HERITAGE COMMISSION IN ASSOCIATION WITH THIS PROJECT. THE CITY DID NOT RECEIVE ANY REQUESTS FOR CONSULTATION FROM ANY OF THE NATIVE AMERICAN TRIBES DURING THE 90-DAY RESPONSE WINDOW.

PASSED AND ADOPTED this 24th day of August, 2021, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

EXHIBIT A

EMPIRE RANCH SPECIFIC PLAN AMENDMENT EXHIBIT

The Specific Plan is amended to include the following allowed uses in the Commercial/ Central Business District (C-2 Zone):

Commercial/Central Business District (C-2 Zone)

a. Permitted Uses

General retail and related supportive facilities

- Antique store.
- Appliance store.
- Art gallery.
- Athletic equipment and sporting goods store.
- Auto parts and accessory store.
- Bakery-pastry shop.
- Bicycle sale, rent, service.
- Boat parts and accessories store.
- Book, record store.
- Butcher and meat market.
- Candy store.
- Clothing and apparel store.
- Coin-operated dispenser.
- Costume shop, sale and rent.
- Curio, novelty shop.
- Delicatessen.
- Drive-in dairy, excluding creamery.
- Drug store; prescriptions, sundries.
- Electronic equipment store.
- Eyeglasses~ frames, and contact lens sales and service.
- Floor covering; drapery or upholstery store.
- Florist.
- Food store-supermarket.
- Food market ancillary to service station.
- Furniture store.
- Garage equipment and tool sales~ with no outside storage.
- Gardening, landscaping supply store.
- Gift, card shop.
- Gun shop-gunsmith.
- Hardware store, with no outside storage.
- Hay, seed, and grain store.
- Hearing aid sales and service.
- Jewelry store.
- Liquor store.
- Military surplus store.

Music store, including instrument repair.
Newspaper, magazine stand.
Novelty, curio-shop.
Office machines and equipment sales.
Paint and wallpaper store.
Pawn shop.
Pet store, no kennel.
Photographic supply, camera store.
Pool table sale and repair service.
Power tool sales.
Record, book store.
Saddlery shop.
Shoe store.
Sporting goods and athletic equipment store.
Stamp, coin store.
Stationary store.
Supermarket-food store.
Swimming pool, spa sales, and service.
Television and radio sales.
Tobacco shop.
Toy store.
Trophy, emblem store.
Video store.
Wig sales and service.
Winery sales facility-tasting room.

Commercial services and related supportive facilities

Addressing and mailing service.
Ambulance service.
Amusement arcade.
Appliance repair shop.
Art studio.
Auto: minor service, repair, replacement.
Auto wash, self-service or automatic.
Baggage transfer service.
Bar-tavern.
Bath house: sauna, Turkish, spa, and toning.
Barber shop.
Beauty shop.
Blueprinting, photo stating service.
Bus depot.
Business college.
Cafe-restaurant.
Card room (also refer to Chapter 9.40 of the Folsom Municipal Code requiring City Council approval.
Child care center for more than six.
Clinic, child-family guidance.
Clinic, physical therapy.

Coffee shop.
Delivery service.
Drafting service, including incidental whiteprint.
Dressmaker-tailor.
Drive-in cafe.
Driving school.
Funeral establishment.
Furniture cleaning, refinishing & and reupholster shop.
Furniture rental agency.
Gardening & landscaping-, service yard and workshop.
Grinding & sharpening service.
Grooming service, such as poodle grooming.
Hotel.
Hotel, restaurant equipment sales.
Interior decorator's service yard and workshop.
Janitor service.
Laboratory: medical, dental, or optical.
Laboratory: materials testing.
Lapidary shop.
Laundromat; self-service.
Laundry or cleaning agency,
Laundry or cleaning pick-up station.
Locksmith: safe repair, key and lock shop.
Motel.
Photography studio, including incidental processing.
Picture framing shop.
Printer-lithographer.
Recreation facility, indoor.
Reducing, body building studio.
Restaurant-cafe.
School: charm, culture, self-defense, judo, boxing, gymnastics, other private.
Shoe repair shop.
Shoeshine parlor.
Soda fountain-ice cream parlor.
Stenographic service.
Studio: dance, voice, music, gymnastics.
Studio: radio, television, recording.
Tailor-dressmaker.
Taxicab service and storage facility.
Taxidermist.
Telegraph office.
Telephone answering service.
Television and radio repair shop.
Ticket agency.
Travel agency.
Tree service.
Veterinary clinic.

Public/quasi-public services and related supportive facilities

- Church. Hospital.
- Labor union temple.
- Library.
- Lodge-- fraternal hall.
- Museum.
- Public and government-owned building and facility.
- Public and government uses within privately-owned buildings, facilities, and grounds.
- Public utility and public service facility.
- Sanitarium.
- School: college, university.
- School, private K-12. School, public K-12. School, trade or vocational.
- Social rehabilitation center.

Office and related supportive facilities

- Office, business or professional.

Residential and related supportive facilities

- Apartment- multi-family dwelling in the range of 15-30 units per acre
- Apartment hotel
- Home occupation
- Residence of a caretaker, proprietor, or owner of a permitted Use (Ord 537, S 1,1983)

b. Use Permits Required

General Retail and related supportive facilities

- Bookstore, adult
- Building material and lumber sales
- Concession, temporary
- Drive-n food market or stand
- Garage equipment and tool sales, with outside storage
- Hardware store, with outside storage
- Lumber and building materials sales
- Nursery, plants
- Ornamental rock sales and related storage
- Public auction or flea market
- Wholesale store

Commercial services and related supportive facilities

- Auto service station, primary
- Auto service station, secondary
- Auto, major
- Auto, major repair
- Auto, transmission rebuild
- Auto, radiator rebuild
- Auto, starter-gen rebuilding
- Auto, body repair

Auto, paint shop
Auto, machine shop
Bed and breakfast inn
Carnival
Circus
Dance hall-bathroom-discotheque
Dancing as an incidental use in a bar or restaurant
Equipment rental agency
Frozen food locker cold storage plant
Live theater
Massage parlor
Motion picture theater
Residential care homes for adults or children, over six persons
Resorts
Stadium
Tattoo shop
Towing service
Veterinary animal hospital, with no outside uses

Public/quasi-public services and related supportive facilities

Community center-citizens improvement club
Psychiatric facility
Privately-owned uses within public and government-owned
Buildings, facilities and grounds
Recreation facility, outdoor
Travel trailer park

Office and related supportive facilities

None Listed

Residential and related supportive facilities

~~Apartment-multi-family dwelling~~
Residential uses, other

(Ord. 537, S1, 1985)

Table 6-1 of the Specific Plan is amended as shown in red strikeout/underline text:

Table 6-1 Development Standards

General Plan Designation	MMD	NC	RCC	OS
Units/Acre	12 – 17.9	-	-15 – 30	-
Zoning District	R-M	C-1	C-2	OSC
Proposed Land Use Category	MMD ⁽⁴⁾	C-1	C-2	OS
				GC ⁽⁵⁾
				NOS,P
Minimum Lot Area	-	-	-(7)	-
Minimum Corner Lot Area	7,500sf	-	-(7)	-
Front Setback	15 ft	0	0 (7)	-
Side Setback	11/5 ft	0	0 (7)	-
Setback Streetside Corner Lot	16 ft	0	0 (7)	-
Rear Setback	20 ft	15 ft	12 ft (7)	-
Lot Width	60 ft	0	0 (7)	-
Building Coverage	60%	.40 FAR	.40 FAR (7)	10%
Maximum Height	50 ft	35 ft	50 ft (7)	40 ft
	4 stories	2 stories	4 stories (7)	
Distance Between Main Buildings	10 ft ⁽²⁾	-	-(7)	10 ft
Minimum Site Landscaping	20%	20%	20% (7)	-
Maximum Height Fences and Walls	6 ft	-	-(7)	-

Notes:

- (1) ~~Not applicable Single row side to side dwellings side to rear 10 ft., side to front 14 ft. Double row side to side Dwellings facing a central court side to rear 10 ft., width of court 24 ft. Rear yards for dwelling group may be reduced to not less than 12 ft. No building in a group dwelling development shall have a rear abutting upon a street.~~
- (2) ~~Not applicable SFLD – Single Family Low Density Residential~~
- (3) ~~Not applicable SFHD – Single Family High Density Residential~~
- (4) MMD – Multi-Family Medium Density Residential
- (5) OS – Areas of Recontoured Open Space used as Sloped Transition Zones or Drainage Channels and Ponds, GC – Public Golf Course, NOS – Natural Open Space, Wetlands, Riparian Corridor, Oak Woodlands, Vernal Pools, Seeps. P – Neighborhood Parks, Mini-parks.
- (6) ~~Not applicable Dwelling types with side entry garages may have a 15 ft. setback subject to the approval of the Community Development Department. Structures built on the hillside lots shall not exceed two stories (35 feet maximum height); unbroken front or rear wall planes shall not exceed 21 feet in height; and structures shall be designed in accordance with Section 7.4.3.~~
- (7) Residential dwellings within the RCC designation are subject to the design standards listed in the Folsom Municipal Code for R-4, General Apartment District.

Attachment 3

Summary of Revisions made to the Housing Element after February 9, 2021



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

CITY OF FOLSOM
SUMMARY OF REVISIONS

Public Hearing Draft 2021 Housing Element Background Report
Public Hearing Draft 2021 Housing Element Policy Document

The redlined version of both documents can be found on the [Housing Element webpage](https://www.folsomhousingelement.com):
Documents — City of Folsom | 2021-2029 Housing Element Update (folsomhousingelement.com)

Public Hearing Draft 2021 Housing Element Background Report			
Page No.	Section	Description of Change	Reason for Change
Global Changes			
		Updated the date of document revision to “Revised July 2021” on each page footer	
		Corrected minor typos in Housing Element Credits	
		Updated table and figure numbers in the body of the report and table of contents due to added tables and figures	
		Made minor non-substantive edits/corrections to text	
		Updated section sub-heading title numbers because of added sub-sections	
3-5 and 3-33 through 3-37	3.1.1, 3.1.3, and 3.1.5	Modified relevant acreage and number of units based on current estimates	Revisions by City staff and the Consultants July 2021
1 Introduction			
1-3	1.2 General Plan and Housing Element Consistency	Added information on the update of other elements of the General Plan according to Senate Bill (SB) 1035 and SB 1000	Response to HCD preliminary review comments March 25, 2021
1-4	1.5.1 Project Website	Included translation service availability	Response to HCD preliminary review comments March 25, 2021

Page No.	Section	Description of Change	Reason for Change
1-6	1.5.7 December 21, 2020: Draft Housing Element	Added section addressing when the draft housing element was made available and how it was advertised and distributed. It also stated that the SHA preliminary review comment letter, other community member and stakeholder preliminary review comments were considered, and revisions were made accordingly	Response to HCD preliminary review comments March 25, 2021
1-6	1.5.8 January 20, 2021: Planning Commission Draft Housing Element Hearing	Updated section text after the Planning Commission draft housing element hearing	Response to Planning Commission draft housing element hearing January 20, 2021
1-6	1.5.9 February 9, 2021: City Council Draft Housing Element Hearing	Updated section text after the City Council draft housing element hearing	Response to City Council draft housing element hearing February 9, 2021
2 Housing Needs Assessment			
2-3	2.1.1 Demographic and Employment Characteristics and Trends: Age	Added senior demographic trends	Response to HCD preliminary review comments March 25, 2021
2-10 through 2-11	2.1.1 Demographic and Employment Characteristics and Trends: Employment and Housing Projections	Added figures C-3, C-4, C-5, and C-6 along with a brief discussion for each that includes data on regional commute patterns and income level of employees commuting into and out of Folsom	Response to SHA comment letter January 20, 2021
2-21	2.1.2 Housing Characteristics and Trends: Housing Affordability: Housing Values	Added the average rent for Folsom in 2020 and 2021	Response to HCD preliminary review comments March 25, 2021
2-25	2.2.1 Senior Households	Added a discussion on accessory dwelling units and multi-generational housing units as affordable housing options for seniors	Response to HCD preliminary review comments March 25, 2021

Page No.	Section	Description of Change	Reason for Change
2-30	2.2.5 Farmworkers	Added text on USDA farmworker data for the County	Response to HCD preliminary review comments March 25, 2021
2-30	2.2.6 Homeless Persons	Updated anticipated completion of Powerhouse Transition Center expansion	Response to HCD preliminary review comments March 25, 2021
2-34 through 2-68	2.3 Fair Housing	<p>Revised Fair Housing Section throughout to meet affirmatively furthering fair housing requirements and address the following comments from HCD:</p> <ul style="list-style-type: none"> • More Folsom specific data to be included in addition to regional analysis. • Additional map for closer look at Folsom • Include information on risk of displacement. • Disproportionate housing needs on overcrowding and overpayment • Segregation and integration • Fair housing enforcement and outreach capacity • Any local knowledge and other relevant factors? • Prioritizing the contributing factors that are listed. • Policies, strategies, and actions surrounding AFFH Sites inventory map on top of AFFH factors <p><i>The full extent of revisions made in this section can be found in the redlined version of this document on the City webpage:</i> https://www.folsomhousingelement.com/s/Housing-Element-Pubic-Hearing-Draft-BkgdRpt-for-web.pdf</p>	Response to HCD preliminary review comments March 25, 2021 and HCD comment letter April 6, 2021
2-66 and 2-67	2.3.3 Fair Housing Issues, Contributing Factors, and Proposed Actions: Zoning and Land Use Regulations	Added history of Folsom's multifamily zoning and inclusionary housing and related lawsuits	<p>Response to SHA comment letter May 24, 2021</p> <p>Response to HCD meeting comments on June 2, 2021</p>
3 Resource Inventory			
3-2	3.1.1 Methodology and Assumptions: Relationship Between Density and Income Categories	Included expected completion of The Zoning Code Update	Response to HCD preliminary review comments March 25, 2021

Page No.	Section	Description of Change	Reason for Change
3-2 and 3-3	3.1.1 Methodology and Assumptions: Realistic Density Assumptions	Updated the discussion and Table C-32 to support the realistic density assumption of 90 percent for lower-income units	Response to SHA comment letter January 20, 2021
3-3	3.1.1 Methodology and Assumptions: Realistic Density Assumptions	Updated Table C-32 to include average density without density bonus to support realistic density assumptions	Response to SHA comment letter January 20, 2021
3-6	3.1.1 Methodology and Assumptions: Underutilized Sites	Added examples of recently approved affordable projects on underutilized sites to support the underutilized sites discussion	Response to HCD preliminary review comments March 25, 2021 Response to SHA comment letter January 20, 2021
3-7	3.1.1 Methodology and Assumptions: Mixed Use Sites	Expanded the discussion of the he East Bidwell Mixed Use Overlay and suitable sites for residential development	Response to HCD preliminary review comments March 25, 2021 Response to SHA comment letter January 20, 2021
3-8 through 3-10	3.1.2 Planned or Approved Projects	Updated Table C-33 (Planned and Approved Projects) and added information regarding changes to the final unit counts	Revisions by City staff and the Consultants April 2021
3-19	3.1.3 Vacant and Underutilized Sites: Broadstone District	Added information on Kaiser site including the likelihood of housing development and owner interest	Response to HCD preliminary review comments March 25, 2021
3-35 and 3-36	3.1.4 Accessory Dwelling Units: Multi-Generational Housing in the FPASP	Expanded discussion of multi-generational housing units and number of units constructed and proposed. Also provided clarification that multi-generational suites are counted and reported as separate units to DOF	Response to HCD preliminary review comments March 25, 2021
3-41	3.2.3 Dry Utilities	Added a description for dry utilities to section 3.2 Adequacy of Public Facilities and Infrastructure	Response to HCD preliminary review comments March 25, 2021

Page No.	Section	Description of Change	Reason for Change
3-43	3.3.4 Housing for Farmworkers	Added paragraph outlining the program that allows farmworker housing in areas zoned for agriculture	Response to HCD preliminary review comments March 25, 2021
3-44 through 3-47	3.3.5 Emergency Shelters	Updated Emergency Shelters section to include a list of development and management standards for emergency shelters and proximity to services. In addition, added information regarding capacity of sites zoned for emergency shelters	Response to HCD preliminary review comments March 25, 2021
3-48	3.3.7 Group Homes	Added discussion regarding Group Homes	Response to HCD preliminary review comments March 25, 2021
3-57	3.4.5 Preserving At-Risk Units	Revised text to include 3-year notice requirement for California Government Section 65863.10	Response to HCD preliminary review comments March 25, 2021
4 Potential Housing Constraints			
4-1	4.1.1 Land Use Controls: General Plan and Zoning	Added text confirming zoning code is available on the City website to meet transparency laws	Response to HCD preliminary review comments March 25, 2021
4-10	4.1.4 Permit Processing Procedures: Design Preliminary review, Typical Processing Times	Revised text to rescind multifamily design guidelines with adoption of the Housing Element instead of with the zoning code. The design guidelines will be replaced by objective design standards in the Zoning Code update	Response to HCD preliminary review comments March 25, 2021
4-15	4.1.5 Development Fees and Other Extractions	Added Table C-56 which includes additional planning fees for general plan amendment, rezoning, variance preliminary review, minor conditional use permit application, and major conditional use permit application, Planning fees are listed in Table C-56 and on city website	Response to HCD preliminary review comments March 25, 2021 and HCD comment letter April 6, 2021
4-17	4.1.6 On/Off Site Improvement Requirements: Parking	Added text stating that parking standards will be reviewed as part of the Zoning Code amendment	Response to HCD preliminary review comments March 25, 2021

Page No.	Section	Description of Change	Reason for Change
4-20	4.1.9 Inclusionary Housing	Added where in the Zoning Code one can find the City's Inclusionary Housing Ordinance	Revisions by City staff and the Consultants April 2021
4-23	4.1.11 Development, Maintenance, and Improvement of Housing for Persons with Disabilities	Added definition of "family"	Response to HCD preliminary review comments March 25, 2021
4-23 through 4-24	4.1.11 Development, Maintenance, and Improvement of Housing for Persons with Disabilities	Added the City's procedures and findings for reasonable accommodation. In addition, added that Program H-29 of the Housing Element directs the City to revise Reasonable Accommodation Findings that are considered a constraint	Response to HCD preliminary review comments March 25, 2021
5 Evaluation			
5-1	5.1 2013-2021 Housing Accomplishments: 5.1.1 Major Accomplishments	Updated the status of the Scholar Way Senior Apartments project	Revisions by City staff and the Consultants April 2021
5-4	5.2 Preliminary Review of Existing (2013) Housing Element	Updated the status of the Residential Mobile Home Zone in the updated Housing Element	Response to HCD preliminary review comments March 25, 2021

Housing Element Summary of Changes Continued on Next Page

Public Hearing Draft 2021 Housing Element Policy Document

Page No.	Section	Description of Change	Reason for Change
Global Changes			
		Updated the date of document revision to "Revised July 2021" on each page footer	
		Updated Program numbers because of added programs	
		Updated program timeframes based on HCD remarks	
4-14 through 4-27	Programs: H-1, H-4, H-5, H-6, H-11, H-12, H-14, H-15, H-16, H-19, H-20, H-21, H-22, H-23, H-27, H-28, H-29	Included "metrics" in relation to affordable housing	Response to HCD comments on June 2, 2021
Goal H-3: Facilitate Affordable Housing			
5-6	Goal H-3 Facilitating Affordable Housing	Revised goal statement to specify the needs of people at all income levels To facilitate affordable housing opportunities to serve the needs of people at all income levels who live and work in the community. [Source: City of Folsom 2013 Housing Element, Goal H-3]	Response to Folsom City Council recommendation February 10, 2021
5-7	Policy H-3.4 Surplus City Owned Public Land	The City shall facilitate the construction of affordable housing on City-owned surplus land if the property is determined to be appropriate for residential development by providing first right of refusal to affordable housing developers in accordance with Government Code Section 54222. The City shall coordinate with the State to identify opportunities for affordable housing development on state-owned surplus lands within the City. [Source: New policy]	Response to public comment received June 25, 2021
Goal H-4: Neighborhood Preservation and Housing Rehabilitation			
5-8	Policy H-4.6 Notice of Market Rate Conversion	Updated timeframes for noticing and list of public entities	Response to HCD preliminary review comments March 25, 2021
Goal H-7: Residential Energy Conservation and Sustainable Development			
5-12	Policy H-7.3 Address Urban Heat Island Effect	Added and then removed NEW Policy H-7.3 recommended by SMAQMD and replaced with an Urban Heat Island Policy (SN 7.1.2) in the Safety and Noise Element update	Change made by consultant team and city planning staff June 2021

Page No.	Section	Description of Change	Reason for Change
5-12	Policy H-7.3 Solar on Multifamily Housing	Removed ORIGINAL Policy H-7.3 The City shall encourage the installation of solar panels on multi-family housing projects. [Source: New Policy]	Response to Folsom City Council recommendation February 10, 2021
Implementation Programs and Quantified Objectives			
5-13	H-2 Create Additional Lower-Income Housing Capacity	Revised program to affirmatively further fair housing The City shall create additional opportunities for high-density housing to ensure the City maintains adequate capacity to meet the lower-income RHNA throughout the planning period. The City shall increase maximum allowable densities in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District , and Folsom Plan Area Specific Plan Town Center. In implementing this program, the City shall strive to disperse affordable housing opportunities and avoid fair housing issues related to overconcentration The City shall coordinate with property owners along the East Bidwell Street corridor and within the Transit Priority Areas to identify and pursue residential development opportunities. The City shall review and revise Policy 4.7 of the Folsom Plan Area Specific Plan to increase the total number of dwelling units allowed in the Plan Area in order to satisfy the RHNA, as long as infrastructure needs are met. In addition, the City shall coordinate with property owners in the Folsom Plan Area to mitigate for the loss of lower-income housing sites to market rate housing. [Source: New program]	Response to SHA comment letter January 20, 2021 Response to HCD preliminary review comments March 25, 2021
5-14	H-4 Promote Construction of Accessory Dwelling Units Tools and Resources	Revised program to remove requirement for HOA outreach and SHA comments regarding AFFH The City shall develop an ADU Design Workbook that provides illustrated examples of the design standards and styles, as well as other design ideas to assist property owners, developers, and architects and to encourage thoughtful, context-sensitive design. The City shall promote ADU tools and resources to homeowners throughout the city to promote mixed-income neighborhoods. The City shall target the production of 194 ADUs by 2029. The City shall also present homeowners' associations with the community and neighborhood benefits of accessory dwelling units and encourage homeowners' associations to remove any restrictions prohibiting ADUs in existing covenants, conditions, and restrictions (CC&Rs) consistent with State law. [Source: New program]	Response to Folsom Planning Commission and City Council recommendation February 10, 2021 Response to SHA comment letter January 20, 2021

Page No.	Section	Description of Change	Reason for Change
5-14	H-5 Accessory Dwelling Unit Incentives	<p>Revised program to provide specificity on incentives and strengthen program based on SHA comments</p> <p>The City shall incentivize and encourage the construction of accessory dwelling units through public education and development fee reductions and/or waivers. The City shall pursue the development of pre-approved plans dependent on available grant funding or opportunities for regional coordination through SACOG. In addition, the City shall reach out to local lenders to encourage them to provide funding for accessor dwelling units. The City shall target the production of 194 ADUs by 2029 [Source: New program]</p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to SHA comment letter January 20, 2021</p>
5-15	H-6 Track and Monitor Accessory Dwelling Units and Multi-Generational Units	<p>Revised program to provide specificity on determining use and affordability</p> <p>The City shall track new accessory dwelling units and multi-generational suites as housing units and shall monitor the construction, sale, and/or rental of these units conduct a survey every two years to confirm collect information on the use and affordability of these units. Halfway through the projection period (2025) if determined these units are not meeting a lower-income housing need, the City shall ensure other housing sites are available to accommodate the unmet portion of the lower-income RHNA. The City shall target the production of 194 ADUs and 387 multi-generational housing units by 2029. [Source: New program]</p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to SHA comment letter January 20, 2021 and April 7, 2021</p>
5-15	H-8 Objective Design Standards for Multifamily Housing	<p>Revised program to rescind Design Guidelines with adoption of the Housing Element</p> <p>The City shall rescind the Design Guidelines for Multifamily Development upon of adoption of the Housing element and The City shall adopt objective design standards for multifamily development, as part of the comprehensive zoning code update. Upon adoption of the zoning code, the City shall rescind the Design Guidelines for Multifamily Development. [Source: New Program]</p>	<p>Response to HCD preliminary review comments March 25, 2021</p>

Page No.	Section	Description of Change	Reason for Change
5-16	<p>H-10 Raise Community Awareness About Provide Information on Affordable Housing</p>	<p>Revised program to provide more specific actionable items and remove “raise awareness” language</p> <p>The City shall create and distribute educational materials, including a page on the City website, social media posts, and/or brochures, to provide information on conduct an informational campaign to raise community awareness about the needs and benefits of affordable housing and available resources in the city. The City shall collaborate with local homeless service providers to provide information raise community awareness on homeless needs in the city. and provide outreach to attract and support affordable housing developers in the city. The City shall prepare educational materials and participate in workshops on the issue of affordable housing. The City shall encourage participation by non-profit and for-profit affordable housing developers and local housing advocates. The City shall collaborate with local homeless service providers to raise community awareness on homeless needs in the city. [Source: City of Folsom 2013 Housing Element, Goal H-2, Program H-2. F. (modified)]</p> <p>The City shall create and distribute educational materials, including a page on the City website, social media posts, and/or brochures, to provide information on conduct an informational campaign to raise community awareness about the needs and benefits of affordable housing and available resources in the city. The City shall collaborate with local homeless service providers to provide information raise community awareness on homeless needs in the city. and provide outreach to attract and support affordable housing developers in the city. The City shall prepare educational materials and participate in workshops on the issue of affordable housing. The City shall encourage participation by non-profit and for-profit affordable housing developers and local housing advocates. The City shall collaborate with local homeless service providers to raise community awareness on homeless needs in the city. [Source: City of Folsom 2013 Housing Element, Goal H-2, Program H-2. F. (modified)]</p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to HCD preliminary review comments March 25, 2021</p> <p>Response to Folsom Planning Commission recommendation July 21, 2021</p>
5-16	<p>H-11 Local Funding for Affordable Housing Development</p>	<p>Added timeframe and priorities of funding in affordable housing development</p> <p>As available, the City shall allocate funds from the City’s Housing Fund toward the development of affordable housing units for low-, very low-, and extremely low-income households. The City shall explore the possibility of establishing priorities for the distribution of funds, which may include criteria such as income targeting, housing for special needs including seniors and persons with disabilities, number of bedrooms, amenities, and support services, and target geographies that serve to affirmatively further fair housing. The City shall provide funding to support approximately 580 affordable units by 2029. The City shall also encourage qualified housing developers to pursue new construction and acquisition/rehabilitation of affordable housing in the city. [Source: City of Folsom 2013 Housing Element, Goal H-3, Program H-3. A.]</p>	<p>Response to SHA comment letter January 20, 2021</p> <p>Response to HCD preliminary review comments March 25, 2021</p>

Page No.	Section	Description of Change	Reason for Change
5-16	H-12 Incentives for Affordable Housing Development	<p>Added program to address housing for ELI, seniors, and persons with disabilities</p> <p>The City shall provide incentives for affordable housing development, including density bonus, fee deferrals or reductions, and reduced fees for studio units (e.g., two-for-one studio fee rate program described in Chapter 16.70 of the Folsom Municipal Code). The City shall also provide outreach to attract and support affordable housing developers in the city, including developers of senior housing, extremely low-income units, and permanent supportive housing for persons with disabilities and developmental disabilities. The City shall target production of 2,150 affordable units by 2029. This will serve to affirmatively further fair housing within the region by providing affordable housing within places of high opportunity. [Source: New program]</p>	<p>Response to HCD preliminary review comments March 25, 2021</p>
5-17	H-16 Facilitate Affordable Housing Development on City-Owned Land	<p>Expanded program to include City-owned site on Riley St near Comstock Dr (previously referred to as Coloma Street Site)</p> <p>The City shall facilitate the construction of affordable housing, including the possible accessory dwelling units, on the City-owned sites located at 300 Persifer Street (APN 070-0172-048) and on Riley Street near Comstock Drive (APN 071-0190-076). The City shall collaborate with an interested affordable housing developer to sell or lease surplus city land for the construction of deed-restricted affordable housing consistent with the Surplus Land Act to construct deed-restricted affordable housing. The City shall target production of 16 affordable units on City-owned sites by 2029. [Source: New Program]</p>	<p>Response HCD preliminary review comments March 25, 2021</p> <p>Response to Folsom Planning Commission recommendation July 21, 2021</p>
5-18	H-17 Study the Purchase of Land for Affordable Housing	<p>Revised program per City Council recommendation and SHA comments</p> <p>The City shall explore the feasibility and appropriateness to establish a program to of using housing trust fund money or other sources to purchase land to support the development of affordable housing dispersed throughout the city. If the City finds the purchase of land to be infeasible, the City shall continue to use funds to provide gap financing for affordable housing development. [Source: New program]</p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to SHA comment letter January 20, 2021 and April 7, 2021</p>

Page No.	Section	Description of Change	Reason for Change
5-18	H-20 Housing Choice Vouchers	<p>Revised program to affirmatively further fair housing</p> <p>The City shall continue to participate in the Housing Choice Voucher Program, administered by the Sacramento Housing and Redevelopment Agency (SHRA), with a goal of providing rental assistance to lower-income residents. The City shall work with SHRA to promote the Housing Choice Voucher Landlord Incentive Program offered by the SHRA to encourage new landlords to accept housing choice vouchers, with the goal of distributing affordable housing throughout the city. The City shall target 120 housing choice voucher recipients per year. The City shall post information on the City website, through social media, and in letters to landlords. [Source: City of Folsom 2013 Housing Element, Goal H-3, Program H3.H. (modified)]</p>	Response to conversation with HCD on June 2, 2021
5-22	H-30 Zoning Code Amendments for Emergency and Supportive Housing Special Needs Housing	<p>Revised to establish a written procedure by a date certain to implement streamlined ministerial approval</p> <p>Included program for special needs housing. Expanded program to address group homes, parking for residential care homes, farmworkers, reasonable accommodation, and a mobile home zoning district</p> <p>As part of the City's comprehensive Zoning Code Update, the City shall amend the zoning code to ensure compliance with State law and encourage emergency shelters, supportive housing, and related services for persons experiencing homelessness. As required by State law, the City shall amend the zoning code as follows:</p> <ul style="list-style-type: none"> • The City shall amend the zoning code to Allow "low barrier navigation center" developments by right in mixed-use zones and nonresidential zones permitting multifamily uses, consistent with Government Code Section 65662. • The City shall amend the zoning code to Allow for the approval of 100 percent affordable developments that include a percentage of supportive housing units, either 25 percent or 12 units, whichever is greater, to be allowed without a conditional use permit or other discretionary review in all zoning districts where multifamily and mixed-use development is permitted, consistent with Government Code Section 65651(a). 	Response to HCD preliminary review comments March 25, 2021 and HCD comment letter April 6, 2021

Page No.	Section	Description of Change	Reason for Change
5-22	H-30 Zoning Code Amendments for Emergency and Supportive Housing Special Needs Housing <i>cont.</i>	<ul style="list-style-type: none"> • The City shall amend the zoning code to Establish appropriate parking standards for residential care homes and remove excessive parking requirements and require that for occupants of emergency shelters only be required to provide sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone, consistent with Government Code 65583. • The City shall amend the zoning code to a Allow housing for farmworkers in the Agricultural-Reserve District (A-1-A) or shall amend the zoning code to remove the Agricultural reserve District (A-1-A), consistent with California Health and Safety Code 17021.6. • The City shall r Review and amend the zoning code, as necessary, to ensure requirements for group homes of more than six persons are consistent with State law and fair housing requirements. • The City shall r Review and amend the zoning code to revise findings for reasonable accommodations to remove constraints to housing for persons with disabilities and to reduce the burden of the applicant to determine other reasonable accommodations that provide an equivalent level of benefit. • Establish a mobile home zoning district and amend the zoning map to apply the mobile home zoning district to all existing mobile home parks. • Amend the zoning code to establish a written procedure to implement streamlined ministerial approval in compliance with Senate Bill 35. <p><i>[Source: New program]</i></p>	Response to HCD preliminary review comments March 25, 2021 and HCD comment letter April 6, 2021
5-23	H-31 Homeless Services (Previously H-29)	<p>Removed the program in response to PC and CC comment but was added back in during HCD review</p> <p>Added a definitive timeframe for coordination related to homeless services</p> <p>The City shall work with Sacramento County and local community-based organizations to explore opportunities and form partnerships to bring satellite service for individuals experiencing or at risk of experiencing homelessness (e.g., drug addiction and mental health services, health clinics, career centers) to Folsom <i>[Source: New Program]</i></p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to HCD comment letter April 6, 2021, and phone conversation with HCD July 7, 2021</p>

Page No.	Section	Description of Change	Reason for Change
5-23	H-32 Fair Housing Program Information	<p>Revised program to address fair housing</p> <p>The City shall also continue to use CDBG funds to support telephone counseling and mediation services provided through the Renters Helpline. The City shall continue to make information regarding State and Federal fair housing requirements as well as the Renters Helpline available at a designated office in City Hall. In addition, the City shall make copies of the information available for the public on the City's website, and at the Folsom Public Library. The City will also assist individuals and complaints in contracting the appropriate agency. The City shall also conduct annual targeting outreach (education campaigns, workshops etc.) to multifamily rentals to distribute information regarding fair housing and the Renters Helpline. [Source: City of Folsom 2013 Housing Element, Goal H-6, Program H-6. A.]</p>	Response to HCD preliminary review comments March 25, 2021 and HCD comments on July 7, 2021
5-23	H-33 Affirmative Marketing Plan	<p>Revised program to include a requirement for affirmative marketing plans for affordable developments</p> <p>The City shall require affordable developers to prepare an affirmative marketing plan, as a condition of receiving public funding, and when feasible, the City shall require encourage private developers to prepare and affirmative marketing plan. The affirmative marketing plan shall that ensures marketing materials for new developments are designed to attract renters and buyers of diverse demographics, including persons of any race, ethnicity, sex, handicap, and familial status [Source: New program]</p>	Response to SHA comment letter January 20, 2021
Quantified Objectives			
5-24		<p>Increased quantified objectives for rehabilitation based on H-26 Code Enforcement and H-28 Habitat for Humanity Home Repair Program</p> <p>Added quantified objectives for preservation/conservation based on program H-26 Code Enforcement and the existing assisted affordable units</p>	<p>Response to HCD preliminary review comments March 25, 2021</p> <p>Response to HCD review comment letter April 6, 2021</p>

Attachment 4

HCD Housing Element Comment Letter and Conditional Approval Letter

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov



April 6, 2021

Pam Johns, Director
Community Development Department
City of Folsom
50 Natoma Street
Folsom, CA 95630

Dear Pam Johns:

RE: Review of the City of Folsom's 6th Cycle (2021-2029) Draft Housing Element

Thank you for submitting the City of Folsom's (City) draft housing element update received for review on February 11, 2021, along with revisions received on March 30, 2021. The California Department of Housing and Community Development (HCD) also received revisions on April 5, 2021 but did not consider these revisions due to timing in the review period. Pursuant to Government Code section 65585, subdivision (b), HCD is reporting the results of its review. Our review was facilitated by a conversation on March 25, 2021 with you; Scott Johnson, Planning Manager; Stephanie Henry, Planner; Chelsey Payne, consultant; Kim Untermoser, consultant and Rebecca Pope, consultant. In addition, HCD considered comments from Sacramento Housing Alliance and Legal Services of Northern California pursuant to Government Code section 65585, subdivision (c).

The draft element addresses many statutory requirements; however, the following revisions will be necessary to comply with State Housing Element Law (Article 10.6 of the Gov. Code).

1. *Affirmatively further fair housing in accordance with Chapter 15 (commencing with Section 8899.50) of Division 1 of Title 2. The program shall include an assessment of fair housing... (Gov. Code, § 65583, subd. (c)(10)(A)).*

Affirmatively Furthering Fair Housing: The element includes a variety of information and analysis related to affirmatively furthering fair housing, however, additional information is necessary to address this requirement, as follows:

Fair Housing Enforcement and Capacity: The housing element must include a summary of fair housing enforcement and outreach capacity. The analysis must address lawsuits and related enforcement actions, compliance with existing fair housing laws and regulations and fair housing enforcement and housing outreach capacity.

Local and Regional Trends and Patterns: The element describes regional trends and patterns related to persons by race but must analyze Folsom relative to the rest of the region regarding persons with disabilities, familial status, households by income and disproportionate housing needs, including overpayment, overcrowding and displacement risk. The element must also address local trends and patterns for fair housing enforcement and outreach, integration and segregation, racially and ethnically concentrated areas of poverty, disparities in access to opportunity and disproportionate housing needs, including displacement risks.

Local Data and Knowledge: The element should complement federal, state and regional data with local data and knowledge where appropriate to capture emerging trends and issues, including utilizing knowledge from local and regional advocates and service providers.

Identifying and Prioritizing Contributing Factors to Fair Housing Issues: The element must be revised to evaluate and prioritize contributing factors to fair housing issues, including based on the outcomes of analysis described above. HCD will send examples under separate cover.

Sites Inventory: The element must identify and analyze whether sites are located throughout the community to affirmatively further fair housing.

Goals and Actions: The element must be revised to add or modify goals and actions based on the outcomes of analysis described above. Goals and actions must specifically respond to the analysis and identified and prioritized contributing factors to fair housing issues and must be significant and meaningful enough to overcome identified patterns and trends. Actions must have metrics and milestones as appropriate and must address housing mobility enhancement, new housing choices and affordability in high opportunity areas, place-based strategies for community preservation and revitalization and displacement protection. HCD will send examples under separate cover.

2. ***The City must make available on its website a current schedule of fees, exactions, and affordability requirements imposed by that city (Gov. Code § 65940.1(a)(1)(A)(i)).***

The City must comply with all transparency laws and post all fees on their website that would apply to a proposed housing development project. While the City confirmed that zoning requirements are available on the website, the housing element must also confirm fees are posted to the City's website.

3. ***A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing (Gov. Code, § 65583, subd. (b)).***

While the element includes quantified objectives for new construction and rehabilitation (page 5-24), it must also add quantified objectives for conservation by income group, including extremely low-income households. Examples of programs that may be utilized include Programs H-18 and H-19.

4. *Include a program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. The program shall include an identification of the agencies and officials responsible for the implementation of the various actions. (Gov. Code, § 65583, subd. (c).)*

Programs must be added or modified to achieve the goals and objectives of the housing element, including but not limited to:

Previous Program H-29 (Homeless Services): This program to coordinate with service providers and other entities was eliminated from the revised draft housing element; however, the element should include programs to coordinate and partner on a local and regional level to address the needs of persons experiencing homelessness.

Program 29 (Zoning Amendments): This program should be revised to establish a written procedure by a date certain to implement streamlined ministerial approval (SB 35, 2017) as noted on page 4-11.

Residential Mobile Home Zone: The element indicates zoning for mobile homes will be addressed as part of the zoning code update (page 5-4). As a result, the element should include a program to amend zoning as appropriate to facilitate conservation of mobile home parks by a date certain.

5. *Assist in the development of adequate housing to meet the needs of extremely low, very low, low-, and moderate-income households (Gov. Code, § 65583, subd. (c)(2)).*

Water and Sewer Priority: For your information, water and sewer service providers must establish specific procedures to grant priority water and sewer service to developments with units affordable to lower-income households. (Gov. Code, § 65589.7.) If appropriate, the City must include a program to establish written procedures.

The element will meet the statutory requirements of State Housing Element Law once it has been revised to comply with the above requirements.

To remain on an eight-year planning cycle, the City must adopt its housing element within 120 calendar days from the statutory due date of May 15, 2021 for Sacramento Area Council of Governments (SACOG) localities. If adopted after this date, Government Code section 65588, subdivision (e)(4), requires the housing element be revised every four years until adopting at least two consecutive revisions by the statutory deadline. For more information on housing element adoption requirements, please visit our website at: http://www.hcd.ca.gov/community-development/housing-element/housing-element-memos/docs/sb375_final100413.pdf

Public participation in the development, adoption and implementation of the housing element is essential to effective housing planning. Throughout the housing element process, the City must continue to engage the community, including organizations that represent lower-income and special needs households, by making information regularly available while considering and incorporating comments where appropriate.

Specifically, HCD accepted revisions to the draft element on March 30, 2021, fairly late in the review period. The City must proactively make these revisions available to the public, including commenters on this review and diligently consider and address comments, including revisions to the document where appropriate. Consideration of comments must not be limited by HCD's findings in this review letter.

Several federal, state, and regional funding programs consider housing element compliance as an eligibility or ranking criteria. For example, the CalTrans Senate Bill (SB) 1 Sustainable Communities grant; the Strategic Growth Council and HCD's Affordable Housing and Sustainable Communities programs; and HCD's Permanent Local Housing Allocation consider housing element compliance and/or annual reporting requirements pursuant to Government Code section 65400. With a compliant housing element, the City meets housing element requirements for these and other funding sources.

HCD appreciates your hard work and dedication and the efforts and cooperation Scott Johnson, Planning Manager; Stephanie Henry, Planner; Chelsey Payne, consultant; Kim Untermoser, consultant; and Rebecca Pope, consultant, provided in preparation of the City's housing element. If you have any questions or need additional technical assistance, please contact Hillary Prasad, of our staff, at Hillary.Prasad@hcd.ca.gov.

Sincerely,



Shannan West
Land Use & Planning Unit Chief

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500
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July 16, 2021

Pam Johns, Director
Community Development Department
City of Folsom
50 Natoma Street
Folsom, CA 95630

Dear Pam Johns:

RE: Review of the City of Folsom's 6th Cycle (2021-2029) Draft Housing Element

Thank you for submitting the City of Folsom's (City) revised draft housing element update received for review on June 10, 2021, along with revisions received on July 7, 2021. Pursuant to Government Code section 65585, subdivision (b), the California Department of Housing and Community Development (HCD) is reporting the results of its review. Our review was facilitated by a telephone conversation on June 7, 2021 with Kim Untermoser and Chelsey Payne, consultants. In addition, HCD considered comments from Sacramento Housing Alliance pursuant to Government Code section 65585, subdivision (c), which were submitted prior to the review period.

The revised draft element, incorporating the revisions submitted, meets the statutory requirements of State Housing Element Law described in HCD's April 6, 2021 review. The housing element will comply with State Housing Element Law (Article 10.6 of the Gov. Code) when it is adopted, submitted to and approved by HCD, in accordance with Government Code section 65585, subdivision (g).

As a reminder, the City's 6th cycle housing element was due May 15, 2021. As of today, the City has not completed the housing element process for the 6th cycle. The City's 5th cycle housing element no longer satisfies statutory requirements. HCD encourages the City to adopt and submit to HCD to regain housing element compliance.

To remain on an eight-year planning cycle, the City must adopt its housing element within 120 calendar days from the statutory due date of May 15, 2021 for Sacramento Area Council of Governments (SACOG) localities. If adopted after this date, Government Code section 65588, subdivision (e)(4), requires the housing element be revised every four years until adopting at least two consecutive revisions by the statutory deadline. For more information on housing element adoption requirements, please visit our website at:

Pam Johns, Director
Page 2

http://www.hcd.ca.gov/community-development/housing-element/housing-element-memos/docs/sb375_final100413.pdf.

Public participation in the development, adoption and implementation of the housing element is essential to effective housing planning. Throughout the housing element process, the City must continue to engage the community, including organizations that represent lower-income and special needs households, by making information regularly available while considering and incorporating comments where appropriate.

Pursuant to Government Code section 65583.3, subdivision (b), the City must utilize standards, forms, and definitions adopted by HCD when preparing the sites inventory. Please see HCD's housing element webpage at <https://www.hcd.ca.gov/community-development/housing-element/index.shtml#element> for a copy of the form and instructions. The City can reach out to HCD at sitesinventory@hcd.ca.gov for technical assistance. Please note, upon adoption of the housing element, the City must submit an electronic version of the sites inventory with its adopted housing element to sitesinventory@hcd.ca.gov.

Several federal, state, and regional funding programs consider housing element compliance as an eligibility or ranking criteria. For example, the CalTrans Senate Bill (SB) 1 Sustainable Communities grant; the Strategic Growth Council and HCD's Affordable Housing and Sustainable Communities programs; and HCD's Permanent Local Housing Allocation consider housing element compliance and/or annual reporting requirements pursuant to Government Code section 65400. With a compliant housing element, the City meets housing element requirements for these and other funding sources.

HCD appreciates the dedication you; Scott Johnson, Planning Manager; Stephanie Henry, Planner; Chelsey Payne, consultant; Kim Untermoser, consultant; provided in preparation of the City's housing element and looks forward to receiving the City's adopted housing element. If you have any questions or need additional technical assistance, please contact Hillary Prasad, of our staff, at Hillary.Prasad@hcd.ca.gov.

Sincerely,



Shannan West
Land Use & Planning Unit Chief

Attachment 5

SHA Housing Element Comment Letters and Responses



SENT VIA EMAIL ONLY

January 20, 2021

SHA
Board of Directors

Cathy Creswell
President
At-large

Tyrone Buckley
Vice President
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Paul Ainger
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Volunteers of America

Valerie Feldman
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LaShawnda Barker
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Stephan Daues
Mercy Housing

Tamie Dramer
Organize Sacramento

Jenn Fleming
Mercy Housing

John Foley
Sacramento Self Help
Housing

Nur Kausar
At-large

Stanley Keasling
At-large

Michelle Pariset
At-large

Alicia Sebastian
California Coalition for
Rural Housing

Rachel Smith
Rural Community
Assistance Corporation

Holly Wunder-Stiles
Mutual Housing
California

Stephanie Traylor Henry
Senior Planner
City of Folsom
50 Natoma Street
Folsom CA. 95630
shenry@folsom.ca.us

Dear Ms. Henry:

The Sacramento Housing Alliance submits the following comments regarding the City's draft 2021 Housing Element (DHE). We appreciate that the City circulated the draft for public review prior to submitting a draft to the Department of Housing and Community Development (HCD) for review. This allows the City to review our comments, as well as other community members, incorporate suggestions, when appropriate, prior to finalizing a draft making sure the City has a legally compliant and effective housing element.

The City has done a good job acknowledging all of the changes in Housing Element law since the last housing element revision and has attempted to address each new requirement. Our comments focus on two main areas: 1) an inadequate inventory of sites to accommodate the RHNA, including the projection for multi-generational units to accommodate a significant portion of the City's lower income Regional Housing Need Allocation (RHNA); and 2) the lack of specific actions in many of the housing element programs. In addition, we also offer some suggested changes to the programs, the City's efforts to affirmatively further fair housing, as well as suggested edits throughout the DHE.

1. Needs Analysis:

As required by Government Code section 65583(a), the housing element must analyze the population, housing stock and special housing needs. The DHE describes an adequate projection in the number of jobs to meet the projected growth in housing during the planning period but also faces an interesting jobs-housing fit situation. Almost an equal percentage of Folsom residents commute from Folsom to other areas for work that commute into Folsom to go to work. In order to address this situation, the housing element should identify what types of employees are commuting in to work in Folsom as well as where residents are likely commuting to go to work. Because of the very limited amount of rental housing in Folsom, exacerbated by the limited supply of affordable rental units in Folsom, it appears that many people who work in Folsom in retail or other lower

wage jobs cannot afford to live in Folsom and therefore have to commute from other areas. In response, the housing element should include programs to increase the jobs-housing fit and promote the housing types that will allow the people who work in Folsom to live in Folsom.

As a basis to determine what steps are needed to affirmatively further fair housing in Folsom, the City reviews the demographics based on race and income in the City. As detailed below, understanding the demographics is only half of the effort to further fair housing. The City is much less diverse than the surrounding area; the region is roughly 55.7% white, non-Hispanic and Folsom is over 62% white, non-Hispanic and the City's past practices of excluding multi-family housing result in fewer lower income people living in Folsom. This in turn results in Folsom's lack of diversity when compared to the region because of the correlation between income and race. The effort to correct this practice is not only to meet the current RHNA but make efforts to meet the housing needs of lower income households that were historically excluded from Folsom. The DHE must include programs that will result in the production of affordable housing and affirmatively market those housing opportunities throughout the region.

2. Inventory of Sites

The City's inventory of sites is not adequate to accommodate the RHNA for lower income households. Folsom's RHNA can be reduced by the number of units constructed, or potentially only approved for construction, during the projection period. The SACOG projection period is roughly identical to the planning period for the 6th revision and therefore, no units constructed or approved prior to June 2021 can be credited against, or reduce the RHNA¹, thus the remaining RHNA that the City must accommodate is:

RHNA	Very Low Income	Low Income	Moderate Income	Above-Moderate Income
	2,226 units	1,341 units	829 units	1,967 units

a. Capacity

In order to determine whether the sites included in the City's inventory are adequate the City had to determine how many units could be accommodated on each parcel. The City is assuming that each site has a build-out capacity of 90% of the site. This estimate is not supported by the past record of multi-family development. The City has included projects that used a density bonus – Bidwell Place and Bidwell Pointe - to determine an average capacity of 90% or 27 units/acre. A project that exceeds the 30 units/acre maximum density should not

¹ SANDAG was in the same situation during the 5th revision.

be used to calculate the average build out. HCD's Housing Element Site Inventory Guidebook specifically indicates the application of a density bonus should not be used in the element's analysis of appropriate zoning/density (page 14). Although the DHE indicates that developers agreed that a density of 27 units/acre is acceptable, there is no indication that developers agreed that a capacity calculation should be based on 90% build out of each multi-family site. Using the examples listed in the DHE the capacity calculation should reflect a capacity of 24 units/acre or 80 percent. Applying this realistic buildout estimate to the inventory automatically reduces the capacity of the inventory.

b. Underutilized Sites

The DHE lacks any analysis to indicate that the underutilized sites included in the inventory have a realistic development potential during this planning period. Government Code section 65583.2(g)(1) requires the City to explain its methodology for determining whether there is development potential on these non-vacant sites and includes factors that could be included in the methodology. The DHE merely states that planning staff have determined that these sites are feasible. DHE, p. 3-6. The factors that are included in Attachment C.2 for each site are conclusory and the DHE contains no examples of underutilized sites, including the parking lot for existing businesses, developing into residential uses.² Without an explanation of the City's methodology and evidence that supports the inclusion of these underutilized sites, these sites should be removed from the City's inventory of available sites.

c. Multi-generational units

It is unclear from the DHE whether these units are considered as junior accessory dwelling units (JADU's) and whether these units meet the statutory definition of a JADU. The current description - a multi-generational unit - is not included in the statute as an alternative to identifying adequate sites to accommodate the RHNA. Prior to completing the DHE, city staff indicated that there would be a shortfall in the amount of acreage required to accommodate the RHNA and now due to the inclusion of these projected units, the City estimates a surplus of sites to accommodate the lower income RHNA.³ These units are described as single-family homes that have an attached suite with its own entrance as well as a connecting door to the main home. The suite has a bedroom and kitchen or kitchenette; the draft does not indicate if a bathroom is provided. From the study cited in the DHE, these units are often used for older family members or college aged family members, but are not rented on the open market. The City assumes

² Where Attachment C.2 indicates a lot division would be required to develop an underutilized site for residential purposes the housing element should also include a program to accomplish that action.

³ That surplus is also based on 90% build out on Multi-family sites that should be reassessed and relying on underutilized sites that should be removed.

that any unit that is occupied, as opposed to being used as a home office or guest room, would meet the needs of an extremely low- income household. Leaving out units used as home offices, all of these units are guest quarters. If these units are not rented, for example advertised to the general public, only families and friends would have access to the unit. This means that the lack of rent is not because the unit is affordable but because the unit is generously made available at no charge to family and friends.⁴ Including units that are not available to the public has fair housing implications and does not meet the need for extremely low- income households in Folsom.

In addition, it is unclear in the DHE if the projection for the number of these units is based on development in Folsom, or other locations. The DHE does mention these units being included in some recent developments and that past development history is what should guide the City's projections about future development potential.

d. Accessory Dwelling Units

State laws that increase the feasibility of ADU's has led to an almost two- fold increase in ADU's in Folsom, from 5 units per year to 9 ADU's per year. If the City includes its current estimate than the DHE should have a program to monitor ADU construction and commit the City to identifying more sites for affordable housing if the City's projection falls short.

As mentioned above despite SACOG's endorsement of how to estimate the affordability of the ADU's projected to be built, we do not concur that the lack of rent charged translates into a unit available for a lower income household. If there is evidence, through a survey that units are advertised as rent-free then the City could include its current projection. But without such evidence, ADU's that do not charge rent are guest quarters and not available to lower income households.

3. Constraints

Our review identified several constraints that should be remedied through a corresponding program. For instance, the DHE states that the processing times for multi-family housing is much longer than single family applications. That delay increases costs and the City should include a program to shorten the process and mitigate the constraint to housing affordable to low and moderate income households.

Also, the discretionary review required of Multi-family projects of over 2 units is a constraint on multi-family development. The City, both to facilitate affordable housing in this planning period, and to further fair housing should take every step

⁴ This same calculation is why the ADU estimation is incorrect, despite SACOG's estimations, no charge is not the same as minimal rent.

possible to decrease processing times, remove unnecessary delays and uncertainty created by discretionary hearings at the planning commission or city council, and allow multi-family projects by-right. We do note that the City plans to rescind its current multi-family guidelines but does not make a specific commitment through its revised processing and layers of reviews, to facilitating this type of development.

In addition, one of the multi-family zoned sites in the FRASP is quite remote and without any planned uses that would allow the eventual developer to compete for tax credits which is one of the necessary and one of the only available funding streams for affordable housing.

And lastly, the unit cap in the FRASP, is a constraint. Although the DHE mentions that there have already been increases in the number of units in some development that leads to a decrease in another development it is not clear if any multi-family projects have been affected by the decreases. Even if it has not affected the number of projected multi-family units that will be available in the FRASP, the corresponding program should commit to preserving, and even increasing, the number of planned multi-family units if the number of overall units is allowed to increase.

4. Programs

Overall, the programs in the DHE are very comprehensive in their purpose but many programs include multiple actions without specifics about each included action. For instance, in program H-7, it is unclear how a determination will be made of whether fees can be reduced to facilitate affordable housing development. It is a good goal but without specifics about how it will occur, what factors will be considered, and whether it will be reported to the City Council, the program is inadequate.

Another example is Program H-11, the City will encourage housing developers to pursue new construction of affordable housing. But the Program does not detail *how* the City will encourage developers, through incentives, education/outreach, and how often. Perhaps, the City could hold an annual or bi-annual housing forum as a time to invite developers and encourage new affordable housing construction while describing City specific incentives and funding resources. Program H-18 illustrates the specificity that we think needs to be addressed in other programs. In H-18, the DHE states what the City will do, encourage landlords to participate in the HCV program and how, through its website, social media, and by contacting landlords.

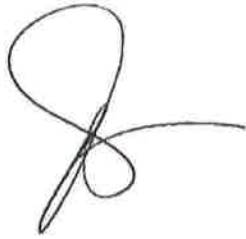
In addition to adding specific information and commitments throughout the programs, we recommend the following additional programs as well as a few edits to programs included in the DHE.

- a. Mobile home conversion ordinance – the City has a large number of existing mobile homes that are most likely serving the needs of lower income households. The DHE should include a program for the City to consider and adopt a mobile home conversion ordinance that at the very least would include adequate relocation assistance.
- b. A program that commits the City to prioritizing the goals of its available funding resources, through the Housing Trust Fund, or redevelopment bond proceeds, or in lieu fees. The affordable developers could design projects that meet these priorities if they seek funding from the City. The priorities should reflect income targeting, multiple bedrooms, or the inclusion of certain amenities, like a tot lot, that address identified affordable housing needs.
- c. Expand Program H-18 to include City provided incentives to get landlords to participate in order to promote access to housing in high opportunity areas where new construction might be unlikely to occur. Also, the City could create a revolving security deposit loan for HCV participants to encourage the use of HCV in Folsom. This is a low-cost program that removes a big barrier for families who can afford the rent but do not always have the expensive security deposit funds available.
- d. Revise Program H-9 to review the in-lieu fees more regularly, for example on a three- year schedule rather than once during the eight-year planning period.
- e. If the City continues to rely on multi-generational units to meet a portion of its lower income housing needs, a program to offer incentives to owners who agree to rent the unit at an amount affordable to a household earning 50 percent of the area median income and commit to annually assessing the rents charged in multi-generational units since it will take time to identify additional multi-family sites if the City's projections fall short.

Thank for you for considering our comments regarding the City's draft housing element. Please feel free to email us at kendra@sachousingalliance.org with any questions or to set up a time to meet.

Sincerely,

Draft Housing Element Comments
January 20, 2021
Page 7

A handwritten signature in black ink, appearing to be 'Kendra Lewis', with a large loop at the top and a horizontal line extending to the right.

**Kendra Lewis, Executive Director
Sacramento Housing Alliance**

A handwritten signature in black ink, appearing to be 'Cathy Creswell', written in a cursive style.

**Cathy Creswell, Board President
Sacramento Housing Alliance**



April 7, 2021

SENT VIA EMAIL ONLY

Stephanie Traylor Henry
Senior Planner
City of Folsom
50 Natoma Street
Folsom, CA. 95630
shenry@folsom.ca.us

RE: DRAFT HOUSING ELEMENT REVISIONS

Dear Ms. Henry:

This letter responds to revisions to the City's draft housing element we received from the Department of Housing and Community Development (HCD) on April 1, 2021. Many of issues we raised in our previous letter dated January 20, 2021 have not been satisfactorily addressed and we incorporate that letter by reference here. Although we had no notice of when or if revisions would be available for our review, and had less than a week to review revisions to the housing element currently under review by HCD, we have done our best to review and draft meaningful comments to be considered prior to the end of the current review period.

Site Capacity

Although the City does not include the total buildout for developments that received a density bonus when calculating the realistic capacity of sites identified to accommodate the lower income RHNA, the City does assume that those projects would have developed at 100% build out if they had not received a density bonus. The City then includes those projects with a hypothetical 100% build out to support the capacity calculation of 27 units/acre. In order for the capacity calculation to be realistic it has to rely on real, or actual, past development and should not include assumed density. The element must still

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address the statutory requirement for calculating the appropriate capacity of sites in the inventory.

Affordability of ADU's and Multi-generational Units

As stated in our previous letter, the affordability assumptions regarding projected ADU's and multi-generational units do not meet the statutory requirements. If units are only affordable to very low and extremely low income households because they are provided free of charge to family members or friends than their availability is too constrained to actual meet the lower income housing need. Similar to college housing that is limited to college students, these units are only be available to a very limited number of people because of relationships with the primary dwelling owner and therefore are not available to accommodate the lower income RHNA.¹

Programs

In our previous letter we noted that the element identifies processing times for multi-family developments are twice as long as the processing time for single family approvals yet no program was included to address this constraint. Nor, is there a program to address the constraint of the unit cap in the FRASP.

The revised draft indicates that the City's reasonable accommodation policy will be revised to ensure it complies with state law, including fair housing laws. These changes are necessary as the current policy includes grounds for denial that are not found in federal or state law regarding reasonable accommodations, such as whether the request is an undue enforcement burden and the consideration of the surrounding uses and physical attributes of the property.

In addition, the programs continue to use, in some places, vague language that does not make a clear commitment for what specific action the City will take. For example, in Program H-5 the City will "explore a streamlined process" or in

¹ As we have previously noted, and include in this letter, the constraints on accessing this type of housing also implicates fair housing requirements when a significant portion of the lower income RHNA is intended to be accommodated with this type of housing.

Program H-17 the City will “explore the feasibility and appropriateness of using housing trust fund money...” This language does not indicate what the City will actually do as result of this portion of the program. The program should describe when the exploration will be completed and a clear commitment to appropriate actions.

We are also disappointed that none of the programs we recommended to increase and preserve affordable housing opportunities have been included, such as adopting a mobile home conversion ordinance. As a result, it does not appear the element adequately addresses this important statutory requirement. Also of concern, is the change to Program H-31 to encourage affirmative marketing plans rather than require affirmative marketing of new developments. The City has few programs to address its duty to affirmatively further fair housing and the City should strengthen its program commitments to meet this important new requirement.

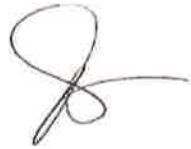
Affirmatively Furthering Fair Housing

In addition to the issue raised above Program H-31, the City’s reliance on ADU’s and multi-generational units to meet the need for over 500 units affordable to lower-income households, conflicts with its duty to affirmatively further fair housing. According to the SACOG survey regarding the use or planned use of multigenerational units about 70 percent of the units would be used for family members with no charge in rent and the City translates this survey result to mean that 70 percent of the multigenerational units will be affordable to lower income households because there is no rent charged. Whether or not the unit is actually affordable, the larger issue is who may access these units and the corresponding fair housing implications.

If these units are predominantly limited to the family, or possibly friends, of the people who live in the primary residence the City is relying on housing that has very limited access points to accommodate its lower income RHNA. This is contrary to the City's duty to further fair housing which requires expanding housing opportunities in high opportunity areas rather than limiting these opportunities to the families of the people who already live in the area. The City should further revise its draft housing element to rely on these units for its moderate or above-moderate income housing need.

Please feel free to contact us with any questions.

Sincerely,

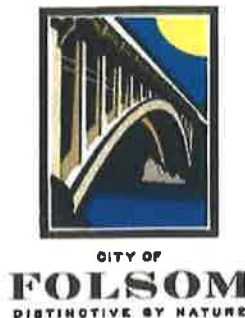


Kendra Lewis, Executive Director
Sacramento Housing Alliance



Cathy Creswell, Board President
Sacramento Housing Alliance

cc: Hillary Prasad, HCD, Hillary.Prasad@hcd.ca.gov
Paul McDougall, HCD, Paul.McDougall@hcd.ca.gov
Valerie Feldman, Public Interest Law Project, vfeldman@pilpca.org



May 4, 2021

Kendra Lewis, Executive Director
Cathy Creswell, Board President
Sacramento Housing Alliance
909 12th Street, Suite 114
Sacramento, CA, 95814

Subject: Response to Comment Letter on Folsom Draft Housing Element

Dear Ms. Lewis and Ms. Creswell,

City of Folsom planning staff appreciate the comment letters provided by SHA regarding the City of Folsom Draft Housing Element. City staff have reviewed SHA comments and suggestions and have made revisions to the Draft Housing Element as described in this letter. The Revised Public Draft Housing Element has been published on the project website and is available here:

www.folsomhousingelement.com/documents.

Jobs-Housing Fit

In the comment letter dated January 20, 2021, SHA stated that the Draft Housing Element should identify what types of employees are commuting into Folsom for work and where Folsom residents commute to work. SHA also advised that the Draft Housing Element should include programs to increase the jobs-housing fit and promote the housing types that will allow people who work in Folsom to live in Folsom.

In response, the City has revised the Draft Housing Element to include data on the regional commute patterns and income level of employees commuting into and out of Folsom. Based on this data, City staff added a conclusion that additional affordable housing is needed for lower-wage workers commuting into Folsom, who are likely unable to afford housing in Folsom. Jobs-housing fit was one of the factors included in SACOG's RHNA methodology, and Folsom was allocated an additional 389 lower-income units above the base allocation in order to account for jobs-housing fit. By providing adequate sites to meet the RHNA and including several programs to support affordable housing development within the city, the Draft Housing Element will help the City improve jobs-housing fit.

Credit for Approved Projects

In the comment letter dated January 20, 2021, SHA stated that no units constructed or approved prior to June 2021 can be credited against or reduce the RHNA.

In compliance with HCD's Housing Element Site Inventory Guidebook, City staff understands that no units that have been issued building permits prior to June 30, 2021 (i.e., the start of the sixth cycle RHNA period) can be credited towards the sixth cycle RHNA. However, units that have been approved but not yet issued building permits can be credited towards the sixth cycle RHNA. This is consistent with HCD guidance. City staff has been monitoring the approved projects counted in the Draft Housing Element toward the sixth cycle RHNA. If any of these projects pull building permits prior to June 30, 2021, they will be credited toward the fifth cycle RHNA and removed from the Sixth Cycle Housing Element.

Site Capacity

In the comment letter dated January 20, 2021, SHA stated that a realistic buildout assumption of 90 percent of maximum density was not appropriate since projects using a density bonus were included in the calculation of average buildout.

City staff acknowledges that units approved through a density bonus should not be included in the calculation of average buildout, consistent with the HCD's Housing Element Site Inventory Guidebook, and in response to SHA comment, City staff updated the analysis of recent multifamily developments. The City assumed only 100% of the maximum allowable density for projects that received a density bonus. In updating the analysis, City staff also added information on recently approved affordable developments that were approved after the analysis had originally been completed. The City found that, based on recently built or approved multifamily developments, excluding units approved through a density bonus, a realistic buildout density of 90 percent of the maximum allowable density, or 27 units per acre, remains appropriate.

In the comment letter dated April 7, 2021, SHA acknowledges the change made to the Draft Housing Element but refers to the assumption of 100% of maximum density as a "hypothetical 100% build out" and states that the realistic build out assumption should be based on real, or actual, past development and should not include an assumed density. Since the maximum allowable density represents the density at which the project would have been developed if the density bonus was not approved, the City considers this appropriate. The City is unclear on the meaning of SHA's statement that the City included projects with a hypothetical 100 percent buildout, and the capacity calculation must rely on real, or actual, past development.

HCD guidance states that the realistic capacity analysis can be based on existing or approved residential developments. We feel that the approach we have taken is consistent with HCD guidance for calculating realistic densities. The City will comply with no net loss requirements if sites are built at a lesser density or a different income level. In addition, the Draft Housing Element includes a program to increase multifamily densities beyond 30 units per acre (Program H-2) and would, thereby, allow and encourage development at densities over 30 units per acre.

Underutilized Sites

In the comment letter dated January 20, 2021, SHA stated that the Draft Housing Element lacks any analysis to indicate that the underutilized sites included in the residential sites inventory have a realistic development potential during the planning period and does not include any examples of residential development on underutilized sites.

In response to SHA comment, the City revised the Draft Housing Element to include and describe examples of recently approved residential development, including affordable housing, on underutilized

sites. Further, the City is currently rebranding the Central Commercial District or Central Business District to the Central District. This rebranding effort would encourage residential redevelopment by acknowledging the transformation of this area from a commercial hub to a mixed-use corridor. Although additional underutilized sites exist in the City, the Draft Housing Element only identified sites most suitable for residential redevelopment within the planning period, based on property owner discussions, current tenant improvements, age and condition of buildings, and market trends. This additional information was included in the revised Draft Housing Element.

Affordability of ADUs and Multi-generational Units

In the SHA comment letter dated January 20, 2021, and in the SHA comment letter dated April 7, 2021, SHA stated that if accessory dwelling units (ADUs) and multi-generational units are only affordable to very low- and extremely low-income households because they are provided free of charge to family members or friends than their availability is too constrained and should not be used to meet the lower-income housing RHNA.

In response to SHA comment and HCD review, the City revised the Draft Housing Element to clarify that multi-generational units would be tracked and reported to the California Department of Finance as separate units. The Draft Housing Element relies on the ADU affordability analysis provided by SACOG and used by jurisdictions throughout the region. In addition, the City conducted outreach with developers and other stakeholders regarding ADU and multi-generational housing development. The City feels that ADUs and multi-generational housing units meet an important housing need in the community. Although multi-generational units may likely be rented free of charge to family members and friends, these units do provide housing for individuals that would otherwise require affordable housing elsewhere. Multi-generational units provide lower-income households access to employment opportunities and other resources available in Folsom. In addition, multi-generational units can meet the special needs for seniors, persons with disabilities, or persons at risk of homelessness that often face challenges in finding housing.

The Draft Housing Element also includes an aggressive program to track ADUs and multi-generational units and conduct a survey every two years to collect information on the use and affordability. If ADUs and multigenerational units are found to not meet the lower-income housing need as identified in the Housing Element, the program requires the City to ensure other housing sites are available to accommodate the lower-income RHNA.

Housing Element Programs

Program Language

In the SHA comment letter dated January 20, 2021, and in the SHA comment letter dated April 7, 2021, SHA stated that the Draft Housing Element uses, in some places, vague language that does not make a clear commitment for what specific action the City will take.

In response to SHA comment, the City has revised the Draft Housing Element to strengthen the program language as follows:

- ▶ Program H-5 Accessory Dwelling Unit Incentives – City staff revised the program to state the City shall pursue development of pre-approved plans dependent on grant funding and opportunities for regional coordination through SACOG.
- ▶ Program H-7 Development Impact and Permit Fees – The program commits the City to conducting a study to review development impacts fees for housing and determine if fees can be reduced to

facilitate affordable housing. The City will continue to provide fee deferrals and consider fee waivers, as described in Policy H-2.3.

- ▶ Program H-11 Local Funding for Affordable Housing Development – City staff revised the program by creating a separate program identifying incentives for affordable housing development (Program H-12), including density bonus, fee deferrals or reductions, and reduced fees for studio units. The new program commits the City to conduct outreach annually to attract and support affordable housing developers in the city.
- ▶ Program H-17 Study the Purchase of Land for Affordable Housing – City staff revised the program to include a conditional statement that if the purchase of land is found to be infeasible, funding shall continue to be used for affordable housing developments. The City currently uses housing trust money to provide gap financing for affordable development. If the City chooses to use these funds to purchase land, the City will have less money to provide gap financing to affordable developers. In order to evaluate the best use of funds, the City must explore the feasibility first before making further commitments.
- ▶ Program H-32 Affirmative Marketing Plan – City staff have revised the program to require affirmative marketing plans for affordable developments, as a condition of receiving public funds. The City will encourage private developers to also prepare an affirmative marketing plan, when feasible.

Multifamily Development Processing Times

In the SHA comment letter dated January 20, 2021, and in the SHA comment letter dated April 7, 2021, SHA stated that the City's processing times for multi-family housing are much longer than processing times for single family housing and are considered a constraint that should be addressed.

In comparison to an individual single-family unit, which typically only requires a building permit approval, processing times for multifamily projects are much longer. However, processing times for multifamily developments are similar to single family subdivisions and have not been identified as a constraint to multifamily housing development. The City has made major changes to its multifamily processing procedures since the Fifth Cycle Housing Element, including removing the requirement for a planned development permit, thereby significantly streamlining permitting procedures for multifamily housing. Design review is required for multifamily developments; however, the processing time for design review is largely dependent on CEQA. If the development is exempt from CEQA, processing times can be less than one month. If CEQA is required, processing times may take four to six months, as indicated in the Housing Element. The City has approved several multifamily development projects, including affordable housing projects, in recent years and developers have not identified the City's processing times as a constraint to multifamily housing. In fact, the City has heard developers describe the City's procedures as much more efficient than other jurisdictions.

Folsom Plan Area Specific Plan Maximum Unit Count

In both the January 20, 2021 and the April 7, 2021 SHA comment letters, SHA stated that the "unit cap" in the Folsom Plan Area Specific Plan (FPASP) is a constraint that should be addressed.

The Draft Housing Element acknowledges the FPASP maximum unit count as a potential housing constraint and includes a provision within Program H-2 to amend the FPASP to allow for increases in the maximum unit count. This specific plan amendment would be made specifically to accommodate

additional multifamily units through an increase in allowable densities in the FPASP Town Center, as described in Program H-2.

Mobile Home Conversion Ordinance

In both the January 20, 2021 and the April 7, 2021 SHA comment letters, SHA recommended that the City include a program to consider and adopt a mobile home conversion ordinance that would include adequate relocation assistance.

In response to SHA comment, the City has updated the Draft Housing Element to carry forward a program from the previous Housing Element to establish a mobile home zoning district as part of the City's comprehensive update to its zoning code, anticipated for adoption in 2021. This would require discretionary approval of a zoning amendment for any mobile home park conversion and the City could require relocation assistance as a condition of approval. The City has not received any requests for mobile home conversions. In addition, the City provides programs to preserve mobile homes, including the Seniors Helping Seniors program and the Mobile Home Loan Forgiveness program.

Prioritize the Goals of Available Funding Sources

In the SHA comment letter dated January 20, 2021, SHA suggested the City include a program in the Draft Housing Element that would prioritize the goals of its available funding sources.

In response to SHA comment, the City revised the program regarding Local Funding for Affordable Housing Development (Program H-11) to direct the City to explore establishing priorities for the distribution of funds, which may include criteria such as income targeting, housing for special needs including seniors and persons with disabilities, number of bedrooms, amenities, and support services.

Incentives for Housing Choice Voucher Participation

In the SHA comment letter dated January 20, 2021, SHA suggested the City expand the Draft Housing Element program related to Housing Choice Vouchers (HCVs) to provide incentives to get landlords to participate and to create a revolving security deposit loan for HCV participants.

The Draft Housing Element includes a program to promote the Housing Choice Voucher Landlord Incentive Program, which is overseen by SHRA. City staff considers HCVs an important tool to affirmatively further fair housing and provide affordable housing throughout the city.

Affordable Housing In-Lieu Fee

In the SHA comment letter dated January 20, 2021, SHA suggested the City revise the Draft Housing Element program to review the in-lieu fees for the City's affordable housing ordinance more regularly during the planning period.

The City's in-lieu fee is a proportional fee that is tied to the sale price of new homes. As housing costs increase, so will the fee. Because the in-lieu fee would adjust with changes in the housing market, additional review of the in-lieu fee is not needed.

Affirmatively Furthering Fair Housing

In the comment letter dated January 20, 2021 and in the comment letter dated April 7, 2021, SHA recommended that the City strengthen programs related to affirmatively furthering fair housing. Additionally, SHA stated that the City's reliance on ADUs and multigenerational units conflicts with fair housing goals because access to such units would be predominantly limited to friends and family.

The City understands the importance of affirmatively furthering fair housing and is committed to providing its fair share of regional housing needs. The City finds that, although ADUs and multigenerational units would likely be rented out to family and friends, these units would still meet an important housing need for residents that would otherwise need to find affordable housing elsewhere in the city or region. By providing housing in ADUs and multigenerational units, people that would otherwise be pushed to live outside of Folsom will be able to afford housing in the city. ADUs and multigenerational units only comprise 12 percent of the City's identified lower-income housing capacity. The Draft Housing Element identifies several sites available for affordable multifamily development. Several affordable housing projects have recently been approved and the City is committed to continue to provide affordable housing. Because the entire city is identified by the California Tax Credit Allocation Committee as a high or very high opportunity area, any affordable housing in the city would affirmatively further fair housing. ADUs and multigenerational units are one piece of the City's larger effort to provide affordable housing and affirmatively further fair housing in the city.

In addition, in response to SHA comment and in response to HCD review, the City has revised the Draft Housing Element to include a more detailed fair housing assessment. The City identified the following programs in the Draft Housing Element as helping to affirmatively further fair housing by facilitating affordable housing development in Folsom, a predominately high resource community:

- ▶ Program H-2 to create additional lower income housing capacity;
- ▶ Program H-11 to identify local funding for affordable housing development;
- ▶ Program H-12 to provide incentives for affordable housing development;
- ▶ Program H-14 to facilitate affordable housing developments on larger sites;
- ▶ Programs H-15, H-16, H-17 to facilitate affordable housing development on City-owned land; and,
- ▶ Program H-22 to expand existing affordable housing developments.

In addition, Program H-10 affirmatively furthers fair housing by addressing community attitudes towards lower-income housing.

The City appreciates the opportunity to respond to SHA and hopes this letter provides additional clarification. The City is currently finalizing revisions to the Draft Housing Element and anticipates adoption of the Housing Element in July 2021. The revised Housing Element will be made available to the public on the project website: www.folsomhousingelement.com. If you have any additional comments or questions, please contact Stephanie Henry, Senior Planner, at shenry@folsom.ca.us or 916-461-6208.

Sincerely,



Pam Johns, Community Development Director

cc: Hillary Prasad, HCD, Hillary.Prasad@hcd.ca.gov
Paul McDougall, HCD, Paul.McDougall@hcd.ca.gov
Chelsey Payne, Ascent, Chelsey.Payne@AscentEnvironmental.com



May 24, 2021

VIA EMAIL ONLY

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Organize Sacramento

Jenn Fleming
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Sacramento Self Help
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Stanley Keasling
At-large

Alicia Sebastian
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Rachel Smith
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Assistance Corporation

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pjohns@folsom.ca.us

RE: Draft Housing Element Revisions

Dear Ms. Johns:

Thank you for sharing your May 4, 2021 letter outlining the City's responses to our prior comments regarding the City's draft housing element. We have reviewed the tracked changes to the draft and the letter and several revisions, that we detail below, are still necessary to comply with state law.

Calculating Capacity at the Maximum Permitted Density

Realistic capacity can either be calculated using the minimum density permitted on the site or if there is no required minimum density then capacity can be calculated by evaluating the typical densities of existing or approved developments *at similar affordability levels* and the impact of development standards. First, the City should be using the densities of other affordable developments to determine the realistic capacity for sites identified for future affordable housing and the Draft includes market rate developments in its analysis. Second, although the City acknowledges that developments that received density bonuses should not be used to determine typical density of

developments, the draft then uses the assumption that if the projects did not request a density bonus they would have developed at the maximum permitted density, 30 units/acre when only one development that did not receive a density bonus ever developed at the maximum density of 30 units/acre. It seems more likely that if a development did not request a density bonus it would develop at a density similar to other developments that did not receive a density bonus, such as the Parkway Apartments at 20 units/acre or Scholar Way Apartments at 26 units/acre.

Accommodating the Lower Income RHNA

Despite the revisions to Program H-6 and the City explanation in its May 4, 2021 letter, we still have serious concerns about whether the multi-generational units are actually available to accommodate the lower income RHNA. First, the City makes a fairly bold assumption that if a multi-generational unit is provided to a friend or family member that in essence frees up another affordable unit in Folsom. For example, if the homeowner's parents move into the multi-generational suite, we do not know that the parents would have otherwise needed or had the opportunity to occupy an affordable home in Folsom. While an assumption, that creating multi-generational might otherwise free up a unit, there is no evidence or analysis that demonstrates its appropriate to assume an affordable unit will be made available. As a result, while it is appropriate to count the creation of a multi-generational unit as a net increase in the overall housing stock, absent any evidence to the contrary, it should only be credited toward the moderate or above-moderate income RHNA.

Second, units that are provided free of charge to people who know the homeowner are not actually *available* at an affordable rent because these units are not *available* to the public at large and are not actually *offered* for rent. Because a suite provided to a friend or family member at no cost is not actually available pursuant to the statutory requirements, the changes to Program H-6 do not address the concerns from our prior comment. While monitoring and conducting surveys on the affordability and production of inter-generational units and ADUs is good public policy, as described in the element, it does not address the fundamental concern that *only* people known to the homeowner creating the units have the opportunity to occupy them. Given the City's proclaimed assumption that units occupied by family and friends for no rent, are in fact affordable and should be credited toward the lower income RHNA, a monitoring and survey program does not appear to be designed to evaluate that assumption. As a result, the City program would never result in the need to identify additional housing sites to accommodate the lower income RHNA and significant under-planning for housing affordable to extremely low, very low, and low income households is perpetuated.

Third, the goals of affirmatively furthering fair housing are not obtained through identifying hundreds of units to accommodate the lower income RHNA that are only available if the tenant is either related to or a friend of the existing homeowner. Instead, this is how exclusivity is maintained: only people with connections to existing homeowners will be able to access these units. This approach at addressing a significant proportion of the City's affordable housing

need will likely exacerbate segregation and is constrains the City's ability to comply with its duty to affirmatively further fair housing.

Affirmatively Furthering Fair Housing

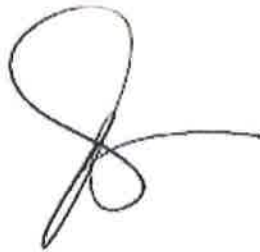
Section 2.3.3 requires further modification to comply with Government Code section 65583(c)(10). The City should revise the contributing factors to identify the City's lack of compliance with housing element law for over 10 year and its prior refusal to identify sites for multi-family housing. The Draft makes it appear as if the City had no part in the resulting lack of variety in the housing stock. The City is primarily zoned for single family homes because the City refused to zone for other uses, despite state law requirements to the contrary.

The City must also revise Section 2.3.3 because it does not clearly identify what goals or priorities it will pursue to address the factors identified in its analysis. It appears that the City's goal is to increase the number of affordable units in the City but nowhere is that goal clearly stated or the metrics to determine the fair housing results as required by 65583(c)(10)(iv).

As stated above, we appreciate the City's sharing their housing element revisions and considering our comments as they move closer to the adoption date. We hope that our comments will assist Folsom's efforts to bring the element into compliance with the law.

cc: Hillary Prasad, HCD
Paul McDougall, HCD
Stephanie Traylor Henry, City of Folsom, Community Development Department

Sincerely,

A handwritten signature in black ink, appearing to be 'Kendra Lewis', with a large loop and a long horizontal tail.

Kendra Lewis, Executive Director
Sacramento Housing Alliance

A handwritten signature in black ink, appearing to be 'Cathy Creswell', written in a cursive style.

Cathy Creswell, Board President
Sacramento Housing Alliance

⏪ Reply all ✓ 🗑 Delete 🚫 Junk 🚫 Block ⋮

FW: Folsom Draft Housing Element Revisions

ⓘ Label: 2 Year Delete (2 years) Expires: Sat 6/10/2023 12:22 PM



Pam Johns

Thu 6/10/2021 12:22 PM

To: Ejiro@sachousingalliance.org

Cc: Stephanie Henry; Scott Johnson; Sari Dierking; Chelsey Payne; Kim Untermoser



SHA Folsom Revised DHE Co...

170 KB

Good morning, Ejiro|

City of Folsom planning staff appreciate the comments provided by SHA regarding the City of Folsom Draft Housing Element. City staff and the consultant team have reviewed SHA comments and suggestions and have shared these with HCD. In response to the latest comment letter received (May 24, 2021) and ongoing discussions with HCD, we revised the draft Housing Element to include a discussion related to the City's history of multifamily zoning and inclusionary housing and the related lawsuits. We also made further revisions to the Housing Element Programs to include metrics and milestones related to AFFH. The revised draft has been sent to HCD and is published on the project website and is available at the following link: <https://www.folsomhousingelement.com/documents>

Regarding the density and multi-generational housing assumptions, we've discussed our assumptions with HCD and are comfortable with the assumptions as drafted. Consistent with the information we shared on our Zoom call with SHA a few months back, our assumptions are based on our most recent 5-year multifamily development activity and home building trends in the Folsom Plan Area, as well as many conversations with market rate and affordable apartment developers, home builders, and property owners. Our Zoning Code Update is in process to align with relevant State law and to remove barriers and create incentives for multifamily and multi-generational housing. Further, SACOG staff has now recommended for funding approval Folsom's competitive REAP grant to amend the General Plan, Zoning Code and complete CEQA analysis to increase allowed density in several areas of the City. That preliminary policy question for density increase has already been vetted with our City Council as part of this Housing Element Update and received unanimous support.

The Planning Commission Hearing is scheduled for July 21. Originally the hearing was scheduled next week, June 16, but based on these latest revisions we pushed the hearing out. The City Council Hearing is scheduled for August 24.

Please let us know if you have any questions or need any additional information. Thank you.

Pam

Pam Johns

Community Development Director

[Type here]

VIA EMAIL ONLY TO kmullet@folsom.ca.us

July 20, 2021

City of Folsom Planning Commission
50 Natoma Street
Folsom, CA. 95630

RE: Agenda Item #1 Housing Element Update

Dear Chair Raitchel, Vice-Chair Reynolds and Commissioners:

The Sacramento Housing Alliance is pleased to submit the following comments regard the City of Folsom's housing element update. We appreciate the effort staff has made to share the December 2020 draft housing element and all of the subsequent revisions. Despite incorporating many of our suggestions there still remain several important areas that must be addressed to comply with the requirements of state Housing Element law.

Accommodating the Lower Income RHNA

The reliance on what is described as "multi-generational units" to accommodate the lower income RHNA results in several problems that prevent compliance with state law, including the City's duty to affirmatively further fair housing. First, the Element makes a fairly bold assumption that if a multi-generational unit is provided to a friend or family member that it in essence frees up another affordable unit in Folsom. For example, if the homeowner's parents move into the multi-generational suite, the element provides no evidence that the parents would have otherwise needed or had the opportunity to occupy an affordable home in Folsom. While an assumption that creating multi-generational might otherwise free up a unit, there is no evidence or analysis that demonstrates it's appropriate to assume an affordable unit will be made available. As a result, while it is appropriate to count the creation of a multi-generational unit as a net increase in the overall housing stock, absent any evidence to the contrary, it should only be credited toward the moderate or above-moderate income RHNA.

Second, these units are not described as being available on the rental market but rather it is expected that many of these units will be provided free of charge to people who know the homeowner, likely friends or relatives. Therefore, the units are not actually *available* at an affordable rent because these units are not *available* to the public at large and are not actually *offered* for rent pursuant to the statutory requirements. While the element contains a program to monitor production of multi-generational units and conduct surveys on the affordability a

of multi-generational units and ADUs, the program does not address the fundamental concern that *only* people known to the homeowner creating the units have the opportunity to occupy them. Given the City's proclaimed assumption that units occupied by family and friends for no rent, are in fact affordable and should be credited toward the lower income RHNA, a monitoring and survey program will not address the fundamental affirmatively furthering fair housing concerns not provide a vehicle for collecting evidence that would support the assumption.

As a result, of these factors, the City program would never result in the need to identify additional housing sites to accommodate the lower income RHNA and significant under-planning for housing affordable to extremely low, very low, and low income households is perpetuated.

Third, the goals of affirmatively furthering fair housing (AFFH) are not obtained through identifying hundreds of units to accommodate the lower income RHNA that are only available if the tenant is either related to or a friend of the existing homeowner. Instead, this is how exclusivity is maintained: only people with connections to existing homeowners will be able to access these units. This approach at addressing a significant proportion of the City's affordable housing need will likely exacerbate segregation and is constrains the City's ability to comply with its duty to affirmatively further fair housing. Indeed, SACOG staff has communicated to the cities and counties in the region that when it conducted its affordability analysis it did not consider the jurisdiction's duty to affirmatively further fair housing and each jurisdiction should evaluate the assumptions within the context of the state's AFFH guidance. See the May 25 email from Greg Chew of SACOG. Local Government Housing Planners:

“We hope everyone is surviving housing element adoption season! A quick note on the accessory dwelling unit affordability analysis SACOG provided in March of 2020. While the analysis is still accepted by HCD, we wanted to be clear that the assumptions do not consider the affirmatively furthering fair housing guidance, released by the State in April 2021. To the extent feasible, it will be prudent to review your ADU assumptions in the context of the AFFH guidance if ADUs represent a significant proportion of your RHNA accommodation. For example, the element might want to consider the fair housing implications of assuming no rent ADUs as affordable to extremely low income households as well as the actual availability of ADUs for rent in determining the anticipated number of ADUs in the planning period. Further, as mentioned in the analysis, while HCD has accepted this methodology, we encourage you to continue to make a diligent effort to consider and incorporate comments where appropriate. Another potential policy/program to consider is an ADU affordability monitoring program to ground truth your housing element ADU assumptions with reality over the course of the projection period.”

Fourth, the development of these multi-generational units is anticipated to be within the FRASP and will not be distributed throughout the City. It is imperative in meeting the City's goals to affirmatively further fair housing that the element identify sites to accommodate the very low or low income housing need throughout the City.

And last, multi-generational units are designed to accommodate 1-2 people which means that many of the units intended to accommodate lower income households would not be large enough to accommodate households with more than 2 people, including families with children. As stated before, the City should receive credit for this increase in overall housing but the units should be only be credited toward moderate or above-moderate income housing.

As a result, the element must identify additional sites and strategies to accommodate its share of the regional housing need for lower income households pursuant to Government Code Section 65583 (c) 1.

Thank you for your consideration of our comments and please do not hesitate to reach out if you have any questions or we can provide any assistance to the City in addressing its affordable housing needs.

Sincerely,

A handwritten signature in black ink, appearing to be 'Kendra Lewis', with a large loop at the top and a horizontal line extending to the right.

Kendra Lewis, Executive Director
Sacramento Housing Alliance

A handwritten signature in black ink, appearing to be 'Cathy Creswell', written in a cursive style.

Cathy Creswell, Board President
Sacramento Housing Alliance

Attachment 6

Compilation of Additional Written Comments on the Draft Housing Element

From:Robert Holderness <RHolderness@holdernesslaw.com>

Sent:Friday, June 25, 2021 5:51 AM

To:Stephanie Henry <shenry@folsom.ca.us>; Desmond Parrington <dparrington@folsom.ca.us>

Cc:Scott Johnson <sjohnson@folsom.ca.us>

Subject:RE: zoning ccode update

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephanie: I have a suggestion for Folsom's consideration, as follows:

1. That the proposed city policy re: "Surplus City-Owned Land" be expanded to encompass "Surplus Land Owned by the City, the State, and the Federal Government."
2. Reasoning is as follows: large swaths of land within the existing city limits of Folsom [that are located along major thoroughfares] are owned by the state or the federal government.
3. Much of that land is treated by those governments as "buffer" land. That is, they are doing nothing with it and have no plans to do anything with it in the future.
4. Unfortunately for the interests of Folsom and its residents, much of that "buffer" land is located along major thoroughfares, namely, Folsom Blvd., Greenback Lane, Folsom-Auburn Road, and Natoma Street. Moreover, in the case of the "buffer" lands along Folsom Blvd. they are located adjacent to light rail stations that were built and opened *circa* 2005. In other words, those "buffer" lands are well situated for land uses compatible with the major public investments in transportation infrastructure that have been made by and with the City of Folsom over many, many years. Reserving those lands for rock piles or weed patches is not among the uses compatible with such major public sector investments in transportation infrastructure. By the way, it should be noted that all of those lands were in private ownership from the middle of the 19th century until the 1950s and 60s. Lastly, on this point, God did not make the rock piles. The Natomas Company did and it never remediated the land as it should have done under law. Inaction breeds opportunity.
5. In the case of the "buffer" land along Natoma Street [on the campus of Folsom State Prison], Gov. Newsom issued an executive order back in early 2020 whereby he designated, among other things, a portion thereof as available for "affordable housing." Folsom should take that as evidence that the State of California is prepared to revisit its policy of neglecting those so called buffer lands, so they can be put to better use. In anticipation thereof, Folsom should prepare the way through its "housing element."

Bob Holderness



Sent Via E-Mail

February 9, 2021
GA 21-006

Stephanie Traylor Henry
City of Folsom
50 Natoma Street
Folsom, CA 95630
shenry@folsom.ca.us

Subject: Comments on City of Folsom Housing Element 2021-2029 Draft Plan

Dear Ms. Henry:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the City of Folsom's Housing Element 2021-2029 Draft Plan. SMUD is the primary energy provider for the City of Folsom and the proposed Plan area. SMUD's vision is to be the trusted partner with our customers and community, providing innovative solutions to ensure energy affordability and reliability, improve the environment, reduce our region's carbon footprint, and enhance the vitality of our community.

Based on our review of the City's proposed Plan policies and implementation measures, SMUD offers comments and questions for the City's consideration. Where noted, SMUD encourages the City to consider additional policies and implementation measures.

ADUs and Multi-Generational Housing (Policies H-1.5, 1.7, 2.4, IP H-4)

SMUD supports and encourages the development of additional housing stock at all levels within the Greater Sacramento region. In the instance of Accessory Dwelling Units (ADUs), we encourage city staff to inform residents of current design regulations and energy requirements related to ADU development prior to approval of designs and building permits. As State law now requires electrical solar solutions to be installed on all new residential buildings, including ADUs, we encourage the City to direct homebuilders to SMUD resources, including the Neighborhood Solar Shares program as an option to meet these new regulations. Secondly, adding either an ADU or Multi-Generational Housing (MGH) unit to an existing parcel may trigger the need for installation of additional metering equipment and panel upgrades depending on anticipated electrical loads. Please find the attached SMUD ADU factsheet, which outlines considerations around electrical service when designing an ADU.

Density & Electrical Infrastructure Considerations (Policies H-2.1, 3.7, 4.3, 5.1, 6.4)

The addition of new affordable, inclusionary housing options for seniors, persons with disabilities, and young professionals is crucial for the ongoing success of our region. SMUD encourages new standards that revisit current density limits on small lots and allow greater lot coverage while maintaining awareness of current energy requirements for individual parcels. In the case of by-right housing, it is critical that the City educate and inform applicants of the design standards necessary to appropriately and safely integrate into SMUDs existing electrical infrastructure prior to the approval of permits and construction of new units. SMUD is also pleased to see renewed focus on enhanced permitting and review times, knowing that thorough and expedient project reviews contribute to our region's ongoing success. We encourage applicants to work with SMUD early to identify site specific constraints and service options to avoid redesign costs and project delays.

Electrification (Policies H-4.1,7.1, 7.3, IP H-8)

Using electricity to heat the space, water and to cook produces the largest possible drop in the carbon footprint of a building while reducing costs and providing cleaner air in the building and the community. SMUD encourages dwelling unit rehabilitation efforts to include electrification policies that provide safe, environmentally friendly options for low-income households. The City should also consider adding electrification, for both new construction and gas to electric conversions, as part of its overall efforts to promote energy efficiency and reduction of greenhouse gas emissions of new and existing housing. SMUD offers a number of programs that can aid in building all-electric and our rebate programs are increasingly shifting to support such conversions in existing buildings and in new development.

While SMUD encourages the use of innovative technologies like installation of solar on multifamily housing, we also encourage consideration of SMUD's Neighborhood SolarShares program, which supports our local economy through utility-scale solar installations located in SMUD territory. Inclusion of this program as an option within design standards for multifamily housing would benefit local builders and developers while providing clean, environmentally friendly solar energy to the community.

As environmental leadership is a core value of SMUD, we look forward to collaborating with you on this Housing Element update. We aim to be partners in the efficient and sustainable delivery of the community enhancements outlined in the proposed Plan.

Again, we appreciate the opportunity to provide input on the City of Folsom's Housing Element 2021-2029 Draft Plan. SMUD would like to stay involved and is available to discuss any of the above areas of interest and any other potential issues.

If you have any questions regarding these comments, please contact me at Jamie.Cutlip@smud.org or (916)732-5308.

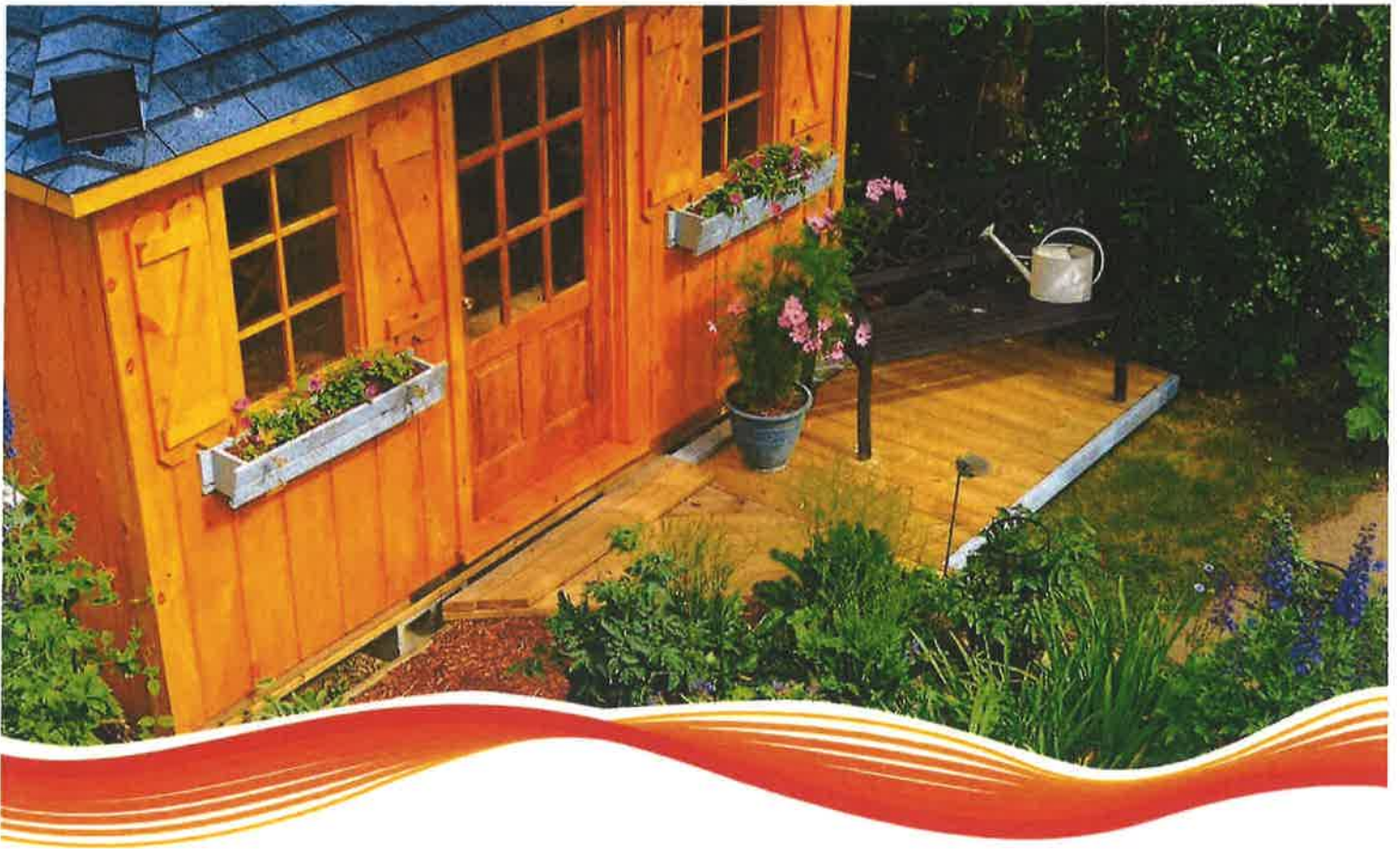
Sincerely,

Jamie Cutlip
Jamie Cutlip

**Government Affairs Representative III
Regional & Local Government Affairs
Sacramento Municipal Utility District**

Cc:

**Pam Johns, Community Development Director
Scott A. Johnson, AICP, Planning Manager**



Accessory Dwelling Units and Electrical Service

If you're planning to build an Accessory Dwelling Unit (ADU), reach out to us at SMUD, your community-owned not-for-profit electrical utility company, for a free consultation. Whether you're converting a garage or building a multi-level unit, each ADU has location and design parameters that pose a unique set of challenges. Working with SMUD early in the process can help you understand service options and determine if adjacent properties are affected. We can also help you avoid redesign costs and project delays.

To help plan your ADU project, we prepared the following tips.

1. **Do your homework first.** Your application and review process through the City of Sacramento

doesn't include bringing SMUD electric service to the new unit. Make sure you understand what the electric service requirements are and what your design needs to include.

- Are there any existing overhead power lines that may conflict with the new unit? See if there are any lines directly over or adjacent to the footprint (foundation area) of the building.
- What do you want to build? What is the footprint of the proposed structure? Will the unit be attached to your existing home, or detached? How many stories will it have? Factors like these determine SMUD's ability to provide electric service to your ADU.

Powering forward.
Together.





- What type of side or rear yard setback are you proposing for the new unit, per the City's zoning code? If there are setbacks along the back or side yards that are less than 5 feet, running new service lines to the unit may be challenging.
- Where will the new electric panel be located? A duplex meter installation is usually required for most ADU situations. This meter panel may need to be placed on the existing or new structure depending on your situation.

2. **Confirm the design prior to submitting your plan to the City.** There are design elements that may require coordination between the City and SMUD to identify the location of additional equipment and to determine how to deliver electrical service from a utility pole to your unit.

- Are there public or private trees in front of or on your site? The location of the tree(s) could affect where poles and service lines can be established.
- Will easements be required from adjacent property owners? In some cases, easements from neighboring properties may be required. This could add substantial time to your construction schedule.

State law now requires electrical solar solutions to be installed on any new residential building, including ADUs. If you plan to install rooftop solar panels, additional metering equipment may be required. We offer a system estimator tool to help you evaluate your rooftop solar options, and we anticipate that by September 2020, we'll be offering

the SMUD Neighborhood Solar Shares program to our customers. This program provides all the benefits of solar, including environmental benefits and bill savings, without the need to install a solar system on your roof. For more information, please go to smud.org/NeighborhoodSolarShares. To use the system estimator tool, please sign into **My Account**.

3. **Ask about additional benefits.** Don't forget to ask about incentives or rebates for energy efficiency upgrades. You may be able to get money back on energy-efficient appliances, insulation, windows, toilets and landscaping. If you're including a home (primary dwelling unit) renovation, you may get rebates for both structures. For more information about rebates for your home, please go to smud.org/Rebates.

4. **Plan at least six months in advance.** Take the time to do the necessary research and planning to lessen your risks. The typical SMUD timeline from application to building occupancy is four to six months (SMUD application approval timelines are separate from the City of Sacramento planning and building permit approval timelines but can be processed at the same time). However, the necessary work for ADUs often exceed this timeline due to unforeseen challenges.

For more information on the SMUD new construction process, or to make an appointment to discuss your ADU project, please go to smud.org/Construction.



February 2, 2021

SENT VIA EMAIL

Ms. Stephanie Traylor Henry
Senior Planner/Housing Coordinator
City of Folsom Community Development Department
50 Natoma Street
Folsom, CA 95630

2021-2029 Housing Element Update

Dear Ms. Traylor Henry:

Thank you for providing the Sac Metro Air District the opportunity to review the City of Folsom's 2021-2029 Housing Element Update. The Sac Metro Air District is required by the California Health and Safety Code to represent the residents of Sacramento County in influencing the decisions of other agencies whose actions may have an adverse impact on air quality. In that spirit, Sac Metro Air District staff offer the following recommendations to strengthen the air quality and climate supportive policies in the Housing Element Update.

Along with the City of Folsom, the Sac Metro Air District participated in the 2020 Capital Region Transportation Sector Urban Heat Island Mitigation Project ([UHI Project](#)), producing a report on urban heat island effect impacts on the Sacramento region, and mitigation strategies for these impacts. The urban heat island effect already presents a serious challenge for our region. Urbanized areas in the City of Folsom are 9 degrees Fahrenheit warmer than the surrounding areas, which results in decreased air quality and associated public health impacts along with increased energy usage. The City of Folsom has a great opportunity to incorporate UHI in the Housing Element Update by adding a policy to **Goal H-7, Residential Energy Conservation and Sustainable Development**, recognizing UHI and the need to reduce its impacts.

Policy H-7.X – The City shall require the incorporation of urban heat island effect reduction measures in new and existing development.

Sac Metro Air District encourages the City of Folsom to consider measures from the UHI Project to support **Goal H-7** and the suggested new UHI policy. The following UHI measures reduce energy use, provide local and regional cooling, and create an environment that encourages walking and bicycling, thereby reducing vehicle miles traveled:

- Require new and existing structures to utilize certified cool roofs. [The 2019 California Building Energy Efficiency Standards](#) suggests an aged solar reflectance of at least 0.63 for low-sloped roofs and at least 0.20 for steep-sloped roofs, and minimum

February 2, 2021

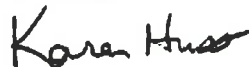
- thermal emittance of 0.75. The Cool Roof Rating Council provides [a product directory of roofs](#).
- New outdoor pavement has an albedo of at least 0.25-0.5. [*Supports General Plan Policy LU 9.1.8, Cool Paving.*]
 - Landscaping plans incorporate new trees to shade new and existing pavements and structures. A directory of air-quality supportive trees is available in the Sacramento Tree Foundation's [Shady Eighty guide](#), and a more extensive tree list is available on page 153 of the [UHI Technical Analysis Report](#). [*Supports General Plan Policy NCR 1.1.8, Planting in New Development.*]
 - For parking lots, if cool pavement or tree shading is not feasible, require solar photovoltaic shade structures to reduce urban heat islands, generate renewable energy, and provide shading to parked vehicles.

Please refer to page 252 of the [UHI Technical Analysis Report](#) for a focused discussion on the cooling impacts of these heat island strategies for the City of Folsom, and page 269 of the same report for a dedicated analysis on the cooling impacts of rooftop versus parking lot solar photovoltaic installations. Among other benefits, the study found that adopting cool roofs and cool pavements can help the City of Folsom reduce air temperatures by up to 9 degrees Fahrenheit, which can translate into significant health benefits and energy savings. For solar photovoltaics, the study also found that cool roofs and rooftop solar are complementary – not conflicting – strategies, and thus combining cool roofs and rooftop solar can help to increase urban cooling and solar efficiency. However, solar photovoltaic installations over parking lots provide greater cooling benefits overall compared to rooftop solar. As solar technology improves in efficiency, the cooling benefits of both rooftop and groundcover solar are projected to increase.

Additionally, Sac Metro Air District encourages the City of Folsom's rehabilitation efforts of the existing housing stock undertaken to implement **Goal H-4** include energy efficiency upgrades, and when cost effective, conversion to electric appliances, space and water heating devices.

Please contact me at khuss@airquality.org or 916-874-4881 if you have any questions regarding these recommendations or would like to discuss them further.

Sincerely,



Karen Huss
Associate Air Quality Planner/Analyst

cc: Paul Philley, AICP, Sac Metro Air District Program Supervisor
Shelley Jiang, Sac Metro Air District Climate Change Coordinator
Scott Johnson, AICP, City of Folsom Community Development Department

Draft Housing Element

Jerry Young <young_ga@msn.com>

Fri 1/15/2021 11:59 AM

To: Stephanie Henry <shenry@folsom.ca.us>

Cc: Steve Krahn <skrahn@folsom.ca.us>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephanie

I saw in the Telegraph today that you are the person to contact in regards to the Draft Housing Element and I have a couple of questions.

1. In policy H-1.4 states "housing is developed on sites identified in the lower-income sites inventory" . Can we get a copy of that inventory list or maps showing the location?
2. In policy H-3.4 Surplus City-Owned Land: What does the City consider to be surplus land and are there any maps showing the location of the land? Are parcels that are or have been shown as open space considered surplus? and can the City decide to remove land from open space to provide for low income housing etc.?
3. Implementation Program, H-5 & H-6: These sections appear to encourage the construction of dwelling units through public education and development fee reductions and/or waivers, and that the City shall monitor the construction , sale, and/or rental of these units.

Does this mean that the City will manage and control the use or rent of any Accessory Dwelling Unit to be built in a single family back yard? And does the Subdivision Map Act provide a provision for the Sale of this dwelling?

In the City News there is mention of the Zoning Code Update. Would it be possible to purchase or pick up a copy of the preliminary Zoning Code Update.

Since time is short according to the published dates we would appreciate your response as soon as possible.

Thanks

Jerry Young, Resident

Summary of Comments on Draft Housing Element Programs
City of Folsom Housing Element Update
Folsom High School Students

As part of their architecture and civil engineering curriculum, students at Folsom High School took the opportunity to look over the proposed Housing Element and were tasked with providing feedback on all of the proposed programs. Where applicable they attempted to find similar programs or policies in other cities around California. Their findings are attached.

H6	Tracking new multi-generational suites as individual housing units is definitely a good idea, mostly because the cost of constructing houses is much higher in California as compared to other states. ADUs solve this problem by lowering the cost of building homes, and also effectively attracting more buyers looking for affordable housing. A 500 square foot ADU can cost around \$50,000-\$100,000 to build, while the average price of homes in Folsom is about \$615,000 (https://www.redfin.com/city/6343/CA/Folsom/housing-market). By recognizing and monitoring the sale and rental of individual multi-generational suites, the effects of the affordable housing crisis could be lessened. But if the needs for lower income housing are not met by 2025, in my opinion it would be wise to implement more multi-family housing, like low income apartments instead. That way, both affordable multi-generational units and apartments could work hand in hand to increase affordable housing in California.
H7	I agree that goal H-7's plan to review development impact and permit fees in order to facilitate affordable housing is an important goal to improve the livelihood of people in Folsom. The goal is intended to reevaluate the services and fees involved in housing developments in an effort to find ways to reduce the cost to the city. By doing so, the city has less expenses and affordable housing can be made cheaper, creating new homes at an affordable price range to help lower income families. The current fees are based on an economy from years ago in which the cost to create new developments was significantly different than it is today. By reviewing these fees, it is possible that the city may find ways to reduce the price. Given the rapidly increasing housing prices in California, finding ways to implement more affordable housing would help keep people from leaving the state and give people a more comfortable life. However, there is also a chance that when reevaluating these fees, the city may find that they need to increase them, and housing prices will increase.
H8	Adopting objective design standards for multifamily housing is a great step that the Folsom community should take. These design standards will ensure that all multifamily housing in Folsom will be in accordance to a set of City-wide rules. Planned to be implemented in 2021, this will make it easier for new Folsom residents to find a new home in the numerous Folsom apartment complexes. As the apartments and overall multifamily housing system will become more standard, variation between different apartment complexes will reduce, making it easier to settle for any one of the many viable multifamily housing options. Goal H-8 also states that it will rescind the design guidelines for multifamily development, which is a positive change since those were only guidelines. Essentially replacing these guidelines with stricter, objective standards, there will be more incentive to follow the standards. Since these standards will be a part of the new zoning code, apartment complexes and other multifamily housing in Folsom will also have to be strictly approved first to be allowed to use certain land space, building heights, and occupy regulated geographic areas.
H9	I agree with the City's continuation of requiring inclusionary housing on all new for-sale units. Looking at page 41-54 in https://www.folsom.ca.us/civ/cax/filebank/blobload we can see that for low-income families, housing costs for 35.4% of the population take up greater than 50% of income. Subsidizing affordable housing through in-beu fees for neighborhood developers would reduce this 50% figure, freeing up the cost burden for these types of families. When we look at this problem in comparison to families across income levels, the affected population is smaller (7.5%) but still very significant. One related note is how these income consumptions are under government welfare programs, such as social security income for homeowners 65 years and older. Inclusionary housing is not an alternative to existing government welfare, but rather a supplementation program.
H10	Raising awareness for affordable housing is necessary as there are 5,570 estimated homeless people in just Sacramento County and about 151,278 individuals are homeless in the state of California. These numbers are alarming such that they require awareness. In the city Folsom awareness for affordable housing is spread on the city website: (https://www.folsom.ca.us/community/housing_services/affordable_housing.asp) which allows its residents or anyone with an internet connection to access information regarding the affordable housing program and where to find the units that are available for sale in Folsom. It also displays resources for affordable rental housing. There are currently over 75 existing deed restricted affordable units in the city. When the current homeowners sell these units they must sell them to other very low- or low-income buyers at an affordable price regulated by the city. In a 4 person family \$28,200 to \$59,050 income is considered as a qualification for the affordable housing services in the Sacramento County, (https://www.folsom.ca.us/documents/FY%202020%20Income%20Limits%20Documentation%20System%20Summary%20for%20Sacramento%20County.pdf) There are also volunteer programs such as the Homeless Assistance Resource Team (HART) of Folsom who recruit volunteers to advocate to increase in the availability and affordability of housing within Folsom to property owners, developers, and government.
H11	I agree with this goal as I believe allocating funding for the development of local low-income communities will be beneficial to combatting homelessness. Funding affordable housing programs will give better support for those in these communities. In 2018, it was estimated that 8.8% of Folsom residents lived below the poverty line. That same year, housing costs in Folsom increased by 7.4%. This shows us that while poverty in Folsom continues to rise, housing costs also rise. The need for affordable housing is ever-present and funding must be allocated for this crisis. I also agree with the method in which funds will be collected, as it does not target homeowners, but rather corporations. Through this, economic factors will not affect citizens, and will not cause a greater rise in housing cost. Something I believe that the goal should also focus more upon is the amount that senior citizens will be affected by these plans in an economic matter. Women 75 or older had a percentage of 13.5% below the poverty line, and men had a 6.5%. They are some of the most at-risk of poverty, so some of the money should be allocated towards senior citizens and affordable housing projects geared towards them.
H12	I agree with this goal, it is fairly straight forward, recommending simply that we update the density bonus law as a part of the goal
H13	H-13 seeks to help facilitate the creation of affordable housing by encouraging property owners and developers to meeting to organize affordable housing under their own volition, rather than mandating affordable housing development. This is a good goal because it encourages what would be normally a low priority matter by streamlining the approval process to make the development more appealing. Using less invasive measures like this can help to create an efficient way of creating affordable housing without having too much red tape, unnecessary fines, or misused funds. Limiting this action to only large sites, greater than 10 acres, is also beneficial to give priority to larger projects that will create more affordable housing in a shorter amount of time. In addition, this goal will help to limit the amount of underutilized land by encouraging higher-density developments. In general, the benefits of this goal will facilitate the development of affordable housing between land owners and developers with a streamlined approval process without invasive mandates or overwhelming action on behalf of the city. Giving developers the freedom to operate to complete projects that have their own interest in mind will create more efficiently managed developments. To aid in the development of affordable housing, some regulations could also be relaxed to make these projects more appealing, regulations that concern parking, building height, and setback requirements could be loosened to make the development easier. https://www.hcd.ca.gov/community-development/building-blocks/program-requirements/identify-adequate-sites.shtml
H14	This goal explains that the city will focus on developing affordable housing in the parking area for the Glenn/Robert G Holderness Light Rail station along Folsom Boulevard. I feel this is an ideal location to develop affordable housing due to its close proximity to the Glenn/Robert G Holderness Light Rail station for easy transportation via train. This will especially be a good housing area for those who work along or near the Light Rail train path in Sacramento. It is also relatively close to some small businesses across the street, Old Town Folsom, and Winco Foods around the corner for groceries. These people living in this housing area can provide more business to these small businesses and restaurants. One thing that concerns me is if there will be a sufficient amount of parking for the occupants of the housing and for those people parking for the Light Rail. This is concerning because this space will become a dual purpose parking lot. This really depends on the size of the housing complex, and how many occupants there will be. If there is an especially busy day for Light Rail riders, the parking lot may not be large enough. The area is currently split into two parking lots, so this would be easy to build housing on one parking lot, and leave one existing parking lot. It is good that the goal addresses the issue of parking in this area and the importance of coordinating with Sacramento Regional Transit to ensure there is ample parking. Another concern I have is the number of homeless people that linger around the train stations in Folsom. This may be a nuisance to those living in the housing complex, but it is just something to consider. The noise of cars next to Folsom Boulevard will also be something that will need to be addressed for those planning to live next to this busy road. Ultimately, this seems like a good area to develop affordable housing.

H15	<p>This goal attempts to develop more low priced housing for single family homes, in addition to accessory dwelling units in hopes to combat the lack of affordable housing in Folsom, specifically on a site at 300 Persifer Street. What seemed off to me was that the calculations for the salary that qualifies for low income housing (listed in the Folsom Income Limits Documentation System report for 2020) seems to be calculated strangely, as they do not comply to California Health and Safety Codes- Section 50093, which states that a low to median income family that should qualify for affordable housing should be less than 120% the median income of an area, and many of the salaries shown in the report don't seem to follow any easily identifiable rule. I also had concerns about the size of the area designated for low income housing, as it was only a single plot of size of .81 acres, and most other affordable housing locations like Belmont and Menlo Park create housing zones (according to the website I found), which I would have expected given how Folsom purportedly has a very high population growth.</p>
H16	<p>In recent years, homelessness due to lack of affordable housing has been increasing substantially in Folsom. Especially during times of economic difficulty (like during COVID 19), the issue of affordable housing is of great importance as money may become more scarce. Among other programs, the city is considering proposals to utilize the Housing Trust Fund. Created in 2002, the primary purpose of this fund is to ensure the supply and manage the sale of low-income housing. Due to this reason, we would think that using it (for its very purpose) would be a no-brainer. However, in a recent Folsom City Council meeting (09/08/2020), it was proposed that the City Housing Fund be used instead. I agree with this more recent proposal. It cites specific legislation and financial reasons as to why the City Housing fund is more apt for affordable housing projects. This fund has enough money, although more may need to be allocated in the future. However, the proposal also lacks a strong reason as to why the Housing Trust Fund shouldn't be used (claiming only that its funds will be reserved for other purposes).</p>
H17	<p>The Community Development Block Grant (CDBG) is a fantastic tool that can be utilized by cities to help fund affordable housing and various programs to help its citizens. Support for housing rehabilitation programs, including ones that benefit seniors, is a fantastic use for CDBG money. In my opinion, however, there are more worthwhile uses for the Community Development Block Grant than telephone counseling and meditation services. According to the National League of Cities, the CDBG was developed and must be used for the following purposes: "1. Principally benefit low-and-moderate income persons. 2. Aid in the prevention or elimination of slums or blight. 3. Meet and urgent need by addressing conditions that pose a serious and immediate threat to the health and safety of residents." Given this and the COVID-19 pandemic, I think a better use of CDBG funds allocated for telephone counseling and meditation services could be the aiding low-and-moderate income people and households that have experienced negative effects from the closure of many businesses. The funds could also be used to support programs that would help these people find jobs again. I understand that this is a long-term plan and that the COVID-19 pandemic is a relatively short-term issue, but it would be nice if some funds from the CDBG were allocated to help people struggling from the negative financial impact of COVID-19, especially when the funds could be allocated from services which, in my opinion, seem extraneous and unnecessary.</p>
H18	<p>This goal is to have the city continue participating in the Mortgage Credit Certificate Program, administered by the Sacramento Housing and Redevelopment Agency (SHRA). This allows them to assist low-income first-time homebuyers purchase a home. The Mortgage Credit Certificate Program is designed to provide homeownership assistance on home purchases within the cities of Rancho Cordova, Sacramento, Elk Grove, Folsom, Isleton, Galt, Citrus Heights and the county of Sacramento. The MCC reduces the amount of federal tax a homebuyer pays, giving more available income to qualify for a mortgage loan and to make monthly mortgage payments. The program features a tax credit of 20% of the annual mortgage interest paid, 40% of an MCC allocation is reserved for households whose income does not exceed 80% of the area median adjusted for family size. I agree with this goal because it helps first-time homebuyers, who are struggling financially, purchase a home. The Covid-19 pandemic is a great example of something that could play a major obstacle for people struggling financially, and this goal/program will help these people in the Sacramento county. Info: https://www.cityofranchocordova.org/departments/community-development/housing/sacramento-mortgage-credit-certificate</p>
H19	<p>This program addresses the "Mortgage Credit Certificate", which the City of Folsom currently offers and is planning to continue. It means that people low-income first-time homeowners in Folsom will be able to claim a tax credit of a dollar for every dollar that they put into their mortgage. They can continue to claim this tax credit as long as they keep putting money towards their mortgage. I think that this program will be beneficial as it would reduce the barrier for entry for houses in this area and make them more financially accessible for more people. The city is also planning on publicizing the program in the future to let more people know about how it could help them. This could have a very positive impact for population growth, and socioeconomic diversity in the Sacramento region. Especially given the current economy, programs like these will be important in the future to help people find and afford housing. https://www.investopedia.com/terms/m/mortgage-credit-certificate.asp</p>
H20	<p>H-20 is the program that works to secure additional funding from State, Federal, and regional sources that can be used to help increase the supply of affordable housing in Folsom. These programs include, but are not limited to the Home programs that has local funds distributed by the Sacramento Housing Redevelopment Agency (SHRA), The State multifamily Housing Program (MHP), sponsored by the Department of Housing and Community Development (HCD), The Permanent Local Housing Allocation (PLHA) fund, sponsored by HCD, The Transit-Oriented Development (TOD) Housing Program, sponsored by HCD; and The Affordable Housing and Sustainable Communities Program (ASHC) which funds transit-oriented development. These programs are ongoing at the moment, and I think it is going in the right direction, however, this was written back in 2013, before the Covid-19 pandemic, and because of this whole quarantine and people losing their jobs, there are going to be even more people seeking affordable housing and temporary solutions. So I referenced the L.A.'s County Housing Innovation Fund II, which clearly states the amount that will be contributed to the program, the sponsors, the affordability, and most importantly the progress it has had, and the actual sample projects that were built, clearly showing that the fund was put to good use and actually has a good effect. It even has a bit of what the Covid relief would be, which I think is amazing. The link to the L.A. County Housing Innovation Fund II is here</p>
H21	<p>The city shall initiate conversations with owners of existing affordable housing complexes to identify potential opportunities and available funding and / or incentives available to expand existing facilities to increase the number of affordable units. The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.</p>
H22	<p>CDBG is a fantastic program that is utilized by many cities in order to fund housing activities, community facilities, and public projects serving low income people. Homeowners experiencing economic hardship, as defined by or subject to the HUD guidelines can apply for a CDBG loan for improvements to manufactured housing units. The Mobile Home Repair and Replacement Loan Forgiveness Program attempts to provide forgiveness on the homeowners who apply for these loans. Personally, I think this is a great idea, due to the pandemic many homeowners lost their jobs and forgiving people from this loan would help them a lot. On top of that due to the Covid Pandemic forcing people to stay at home many people needed improvements for manufactured housing units even more than before and it only makes sense to forgive them from the loan.</p>
H23	<p>The Housing Conditions Survey Program is used by the city of Folsom to seek funding through the Community Development Block Grant, or other funding sources they may find. This program will definitely help those who need support with funding to improve their houses conditions. The programs survey, specifically, shall identify the housing units of those in need of restoring parts of the house that have been damaged resulting in the current condition and replacement. The program says to specify special needs groups such as persons with disabilities and homeless persons, which makes this program helpful for anyone despite their conditions. My opinion on this program is it is needed for those who are struggling financially at home, especially those who are struggling during this pandemic time. It says the timeframe to be by 2026, I believe starting it much earlier would be beneficial for many families struggling right now. There is a current house conditions survey and if the community development department is just improving the program itself, developing the current housing conditions could really help many families fund during this pandemic.</p>
H24	<p>Code Enforcements job is to investigate violations of houses, zones, and even vehicles that are falling apart or not even up to code. When the code is not being upheld, then code enforcement has the right to legally either board up a home, removing junked vehicles, removing junk and rubbish in general, issue civil citations, and even go to the extent of demolishing dangerous buildings (in Sacramento). My opinion on Code Enforcement is that it is necessary. If someone is attempting to keep a building that is under their care in poor to broken condition, then it is only just that the Code Enforcement can make it less dangerous of a structure. Also, if a house is broken down, then the houses around that house can depreciate. Finally, if a structure is deemed dangerous, then it should be demolished because that is a risk on public safety. My opinion surrounding Code enforcement in general is that someone has to do these jobs or else the quality of houses and even neighborhoods will decrease significantly if these codes are not upheld.</p>

H25	The ongoing Seniors Helping Seniors Program allows seniors citizens to aid other senior citizens or mobile homeowners who may need help financially, with their health, safety, or home repairs. This idea is definitely helpful for those who are struggling and a wonderful opportunity for seniors to feel more at home as their in-home care feels "less like service and more like getting a little help from your friends." However, this program is "subject to availability of Program Funds," which means the government has no legal liability for the payment of this program until the funds are made available to the Contracting officer and for the Contractor to be notified. Overall, I think it's a really good idea, and the city should continue to provide their financial service for seniors even when funds may not be available.
H26	The Habitat for Humanity Home Repair Program is a great way to make living more accessible to low income families and give shelter to as many people as possible. It also provides assistance with eliminating homelessness in the area. This program will allow the funds the government currently has to go to something useful to improve the living situation for people in the area. Additionally, not only does it benefit those who need homes, it also raises the quality of living overall in the area, as homelessness is correlated with higher crime rates. People who work in the area can now live near their jobs, avoiding the time wasted on transportation to and from work and also the emissions caused by the transportation. This program creates a chain of benefits by making homes more affordable. Folsom's housing price is significantly higher than it should be, and this program would solve that problem. https://www.innocomshousing.org/CA/sacramento.html shows the average affordable monthly apartment cost in Sacramento is only \$627, which is lower than Folsom's average affordable monthly apartment cost.
H27	The Emergency Shelter Facility Development is the program that states that the City shall continue to encourage and provide technical assistance to local organizations and community groups to help develop emergency shelter facilities in Folsom. The City shall encourage the removal of any neighborhood barriers for any applications for an emergency shelter. The Emergency Shelter Facility also corresponds directly with policy 5.6, in which it states that, "The City shall continue to provide zoning to accommodate facilities to serve City residents in need of emergency shelter." All over California, we can see this type of development become more and more popular since the state has been faced with several challenges over the past years, which have consisted of wild fire, droughts, flooding, snow storms, and the most recent COVID-19. One particular place that was hit with one of the most devastating wild fires was Paradise, California in 2019. When the fire began, it spread rapidly and destroyed most of Paradise, but the town was able to evacuate most of the members of the community and hold temporary emergency shelters that were able to provide a safe haven for those who lost their homes. Paradise was able to successfully protect their communities in ways that they could control, which included the availability for emergency shelters in order to have some control over the chaos. Overall, I believe this could be better implemented in Folsom today by creating pre-made shelters since we are at a high flood risk due to the Folsom Dam. So if ever that dam were the break with no warning, we would have little to no time to be able to create these shelters, when our community needed them the most. This is hence why I think we should have permanent shelters that are ready for any natural and unnatural disaster to hit Folsom, along with enhancing the amount of people who are involved in supporting the Emergency Shelter Facility Development program. In conclusion, I agree or believe that this is an extremely important program that helps save hundreds of lives and creates such a positive impact on the community that it is able to support in the darkest times it may face. Link to the Program, https://static1.squarespace.com/static/5e754489e1d0434a42afc5d/5fe14ea1e3486d272049575a/1609801251360/FolsomHE_PolicyDoc_PublicDraft.pdf Link to the Paradise information, https://www.townofparadise.com/index.php/residents/emergency-services-information
H28	For the most part I agree with this change because it aims to help the city while still giving wiggle room. The article covers to main things, a required amount of affordable housing developments and some changes to emergency shelters. First off, I feel like the 12 units or 25% number is a good number to aim for and still gives lots of wiggle room for people to build more expensive houses to live, but still allows for struggling families to live here. My only fear about this is that it might increase traffic in those areas since those affordable housing units are often much more compact. In terms of the emergency shelters, the main change is removing parking that does not need to be there. Now, they are only required to have parking for their workers. I feel that having parking just for the workers may quickly lead to over parking and cause people have to park far away. On the other hand the extra space may allow for more buildings. And because most people using an emergency shelter probably don't have a car, this change makes sense.
H29	It is a good idea to provide satellite services for low-income and homeless within Folsom due to easier access to education and communication. ConnectHomeUSA is a project developed by the US Department of Housing and Urban Development, which provides the necessary tools and connections with major stakeholders, such as AT&T, T-Mobile, and Google Fibers, to low income families. They can use these various tools and connections to find low-cost broadband access and devices (https://connecthomeusa.org/). This has been implemented in communities within Los Angeles and Bakersfield, where it has been successful in helping low income residents. A discounted transit fee for low income families is also very possible and helpful, because it allows low income residents to reach services outside of Folsom. This is a much easier method of transportation that can easily be accessed by all. This has been implemented within the LA Metropolitan Area, known as the Low-Income Fare is Easy (LIFE) program. This program allows eligible riders the ability to receive TAP passes for public transportation at reduced rates (https://www.metro.net/projects/life/). It may be difficult for Folsom to implement a system of free transportation, but they can definitely implement a reduced fare for those who are considered low-income.
H30	The Fair Housing Program aims to make any and all information regarding the city's fair housing program easily accessible by having physical copies at the city hall and the public library, and digital copies on the city website. It also placed measures to take in complaints/questions and direct them to their corresponding agency that is capable of handling them. Having such important information publicly accessible and easy to access is always useful, it's even better when considering the extra amount of effort put in to have easily accessible means of handling questions and complaints. I see no issues with this, besides from whether the city has the resources to handle incoming questions and complaints (which they are most likely capable of handling).
H31	The Affirmative Housing Plan is used to attract renters and buyers of all backgrounds, which prevents exclusion from various services the city may provide. This way it is easier for people of all backgrounds to easily locate and find services they require. Many cities across have California have implemented this, such as Los Angeles (http://www.lacda.org/docs/default-source/housing-development/nofa-round-23/1-fair-housing-and-accessibility-requirements-final.pdf?sfvrsn=af1f181bd_2). This is a good way to showcase Folsom's urban and housing services to everyone who requires them.
H32	The green means go program is a really cool program that is aimed to lower green house admissions in the 6 county sacramento region. They have a few different methods to help this problem but the main goal is to accelerate infill development, reducing vehicle trips and electrifying remaining trips. I think this is a big idea for are local area because making are local citys a dot cleaner and a lower greenhouse admission area can increase the look of an area. One of the big areas they are focusing on is del paso. It has been ignored ever since highway 160 was developed blocking traffic from going there. It has suffered from old and inadequate Infrastructure and has no new consumers and has become vacant and underutilized. They plan to reduced the barriers blocking it and add incentives for new consumers to go there in hopes of bring del paso back to life.

Housing Element

LJ Laurent <ljl Laurent@att.net>

Sun 1/10/2021 11:46 AM

To: Mike Kozlowski <mkozlowski@folsom.ca.us>; Sarah Aquino <saquino@folsom.ca.us>; Christa Freemantle <cfreemantle@folsom.ca.us>; Rosario Rodriguez <rrodriguez@folsom.ca.us>; YK Chalamcherla <ykchalamcherla@folsom.ca.us>; Kerri Howell <khowell@folsom.ca.us>

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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Folsom Mayor, Vice Mayor, council
City Clerk
cc/bcc
from: LJ Laurent
January 10, 2021

Re: Comments for HE "hearings for stakeholders/others"
ERRATA

Re: Housing Element update

problems with access to Governing regulations in Ascent documents:
http://www.hcd.ca.gov/hpd/housing_element2/CON_home.php

this link takes one to "HCD PAGE NOT FOUND."

DITTO this link

https://www.hcd.ca.gov/hpd/housing_element2/gs_publicparticipation.php

Major Problems:

Lack of ENGINEER CERTIFICATIONS Prior to increased construction and housing densification.

Isn't RAW SEWAGE a concern? Waterworks Engineer Report 2017

<https://www.folsom.ca.us/civicax/filebank/blobdload.aspx?blobid=33203>

Aren't residents sick of plastics [polyacrylamides] being added to city-treated Drinking Water?

Aren't citizens concerned about 2,400 F degree Furnace being constructed ADJACENT to federal forests, and single family homes?

CURRENT example pending NOW.

Formal Report to follow this email

[Cemetery 1 8 2021 PRA Resps IWInterwest short letter]

Aren't city elected officials concerned about the ability of 1,000 gallons of stored Liquid Propane Gas being stored within 70 feet of Folsom Blvd., rail tracks, HOMES, American River?

Aren't new council going to be told secret proposal processing for a Conditional Use Permit -- to be rapidly/quietly granted by a group of private citizens with NO LEGAL AUTHORITY?
 HDC operations prove deception, failure to obey State Government Code & Zoning laws. Doesn't this bother elected officials and licensed staff PAID to USE THEIR LICENSE to protect us and enforce the laws?

How can any elected body of five consider a proper & Legal Housing Element when the Folsom City Charter and Folsom Municipal Code have been quietly altered to remove the Duties of a Law Enforcer holding a CA Engineering License? Nothing this city has done during rapid expansion has included a City Engineer Signature & Seal of Certification. I know for sure because I have made dozens of Public Record Act Requests for the City Engineer Approved/Sealed Zoning changes, Subdivision Actions, densifications of land usages, invalid "arrangements", and of course, the key to it all: SECRECY, just like the current proposal to build TWO FIVE HUNDRED LPropane Gas Tanks within INCHES of federal forest.

Yes, Folsom has staff considering, advancing, and paying for Letters from IWI outside engineers for 2,400F degree furnace right above American River, and close enough to destroy cars, controls, trains, along Folsom Blvd. 1,000 gallons of liquid propane is a LOT MORE than what is shown in this popular LPG propane tank explosion. Debris are missiles shooting hundreds of feet away. Fires are constant danger to forest, river, homes, streets, trailers, trains, and yes, human lives -- both ours and our First Responders. FYI, nearest/only fire hydrant is more than 300 feet away from this incendiary pair of potential Bombs. All that secrecy by city staff, advance profits to Lakeside Cemetery historic and new owners. RESEARCH REPORT on Crematorium will follow soon, with data from Sacramento County records, State law references, and detailed analyses of Folsom's secrecy and its multiple conflicting/bogus "commissions" and city staff having innocent/ignorant citizens believing they [as "aesthetic" suggestion givers] can grant Special Permits, Waivers, and disallowed Land Usage

"privileges" to all comers. This happens because a true "City Engineer" is an Independent Law Enforcement Officer -- who oversees the most critical aspects of our lives, Rights, and Safety.

Propane Tank Explosion

1,237,655 views · Mar 1, 2014

<https://www.youtube.com/watch?v=Lr15rPHEmeQ>

Not one single PRA Requested "Certified" Public Document has been Signed & Certified by Folsom "City Engineer", nor "Folsom City Surveyor." e.g. Rockcross Subdivision Financing Agreement scheduled for "approval" January 20, by council -- but LACKING all Seals/signatures of Licensed enforcers.

Staff with ZERO Engineering credentials/License have made huge decisions about housing -- without respecting FOUR Independent Certified Engineers Reports about LACK of ADEQUATE Raw Sewage Conveyance pipes. Along & over American River, all four such studies have certified Folsom has NOT improved nor enlarged SSS hydraulic capacity -- despite huge population growth. Folsom still has over EIGHTY ONE Inches Diameter of SSS pipes competing to enter old 6" to 15" pipes

immediately adjacent to South Bank of American River. Sewage is backed up all the way to Old Oak Avenue. In East Folsom, identical problems exist, despite the FE3 SacSewer pipe.

Housing Survey makes it clear the majority of existing city residents are concerned with maintaining their interests as private property owners.

Unfortunately the survey FAILED TO IDENTIFY Potential Housing Element SITES available in South of 50, FPA. This is a huge OMISSION which undoubtedly will SKEW OUTCOMES.

Or will S50 remain water-guzzling \$3/4 million housing? It looks that way now, with dozens of earth movers lined up for more single family large houses. How HE conscious is current S50 focus?

Folsom is operating de facto, as if there STILL are more than one city, more than one planning commission, more than one set of Formal Standards.

INFRASTRUCTURE comment: Folsom has not had any Land Usage, Zoning, or Permitted Uses prepared to us, with CERTIFICATION by City Engineer.

Even the January 20, 2021 Major Subdivision Map/Zoning request DOES NOT HAVE Signatures and Seals of the Officials who are required to APPROVE said Certifications PRIOR to Presentation to city council.

In fact, Folsom law states not only City Engineer must formally seal/approve all such legislative actions for land usage, but ALSO the "city attorney" must ALSO CERTIFY these actions as complete, correct, properly estimated for Public Infrastructure, proper Development Agreement with Financial surety and Standard Compliance for all infrastructure.

In this vein, Folsom residents were saddled with a \$26 Million improvement of White Rock Road -- because ex post facto -- this section of road improvement was "labelled part of dead SE Connector project." \$26 million is a huge gift to Mangini LLC and other land owning interests.

Attachment 7

**Sacramento Metropolitan Air Quality Management District Comment Letter on the
Draft Safety and Noise Element Update**



July 2, 2021

Stephanie Traylor Henry
Senior Planner
City of Folsom Community Development Department
50 Natoma Street
Folsom, CA 95630

Subject: Draft Safety and Noise Element Update (SAC200801305)

Dear Stephanie Traylor Henry:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) the opportunity to review the City of Folsom's Draft Safety and Noise Element Update. The Sac Metro Air District is required by the California Health and Safety Code to represent the residents of Sacramento County in influencing the decisions of other agencies whose actions may have an adverse impact on air quality. In that spirit, Sac Metro Air District staff are pleased to provide the following comments.

Extreme Heat

Sac Metro Air District commends the City for acknowledging the seriousness of extreme heat in new Goal SN 7.1, and for including policies to address heat sensitive populations and infrastructure. Specifically, Policy SN 7.1.2, Comprehensive Cool City Strategy, describes measures the City may implement to reduce heat related impacts which are supported by the 2020 Capital Region Transportation Sector Urban Heat Island Mitigation Project.¹ Sac Metro Air District staff looks forward to working with the City to implement Policy SN 7.1.2.

Wildfire Smoke Education

The addition of Policy SN 4.1.5, Wildfire Smoke Education, is critical to help protect the public, especially the most vulnerable, from health impacts resulting from exposure to smoke. Implementation Program SN-10, linked to this policy, indicates the City's police and fire agencies will be responsible for the education effort in the 2026-2040 timeframe. Due to the increases in wildfire events and the severe health effects that may result from exposure to smoke, the Sac Metro Air District encourages the City to start this education effort as soon as possible. Sac Metro Air District provides an abundance of resources on its Wildfire Smoke Information website,² including real time air quality data, fire and smoke maps, health effects information, "what to do" collateral for residents, businesses and schools, social media links, and websites to other agencies with expertise in wildfire and smoke. Additionally, the U.S. EPA provides a Smoke Ready Toolbox for Wildfires website.³

¹ Urban Heat Island Mitigation Project website: <https://urbanheat-smaqmd.hub.arcgis.com/>

² Wildfire Smoke Information website: <http://www.airquality.org/Air-Quality-Health/Climate-Change/Public-Outreach/Wildfire-Smoke-Information>

³ EPA website: <https://www.epa.gov/smoke-ready-toolbox-wildfires>

Asbestos


Sac Metro Air District recommends the City replace the word "mitigate" with "reduce" in Policy SN 2.1.3 regarding naturally occurring asbestos. As noted in the policy, state law requires certain steps be taken to reduce exposure to asbestos in the soil. The term mitigate has a specific meaning associated with the California Environmental Quality Act that may appear to allow more flexibility.

Implementation Programs

Many of the implementation programs in Chapter 10 related to Extreme Heat (SN-11, SN-12, etc.) incorrectly reference policies related to Noise and should be updated to reference the correct policies.

Please contact me at khuss@airquality.org or 279-207-1131 if you have any questions regarding these comments.

Sincerely,



Karen Huss

Associate Air Quality Planner/Analyst

cc: Paul Philley, AICP, CEQA and Land Use Program Supervisor
Shelley Jiang, Climate Change Coordinator

Attachment 8

**350 Sacramento Comment Letter on the General Plan Environmental Checklist
and Addendum and Ascent Environmental Inc.'s Response Memorandum**



July 21, 2021

City of Folsom Planning Commission
50 Natoma Street
Folsom, CA 9563

Via Email to Planning Commission Clerk
kmullet@folsom.ca.us

Dear Commissioners,

GENERAL PLAN UPDATE EIR ADDENDUM CHECKLIST: COMMENT

We appreciate the opportunity to comment on the City's *Environmental Checklist and Addendum to the Folsom 2035 General Plan EIR*. Our comment focus on the City's CEQA strategy and on Ascent Environmental's June 2021 Checklist, section 4.17, "Transportation". In sum, we believe:

- The City's proposed CEQA strategy is inappropriate
- The current project is in-fact subject to current CEQA VMT requirements
- That VMT impacts are now significant is "new information"
- The City's failure to adopt timely VMT thresholds confers no exemption from CEQA requirements.

We detail these concerns below:

CEQA STRATEGY IS INAPPROPRIATE

We understand the City intends to satisfy CEQA by characterizing the proposed updates to the General Plan's (GP) Housing, Noise and Safety, and Land Use Elements, and Implementation section as an EIR-Addendum. Per 14 CCR §15164, EIR addenda are appropriate for, "*only minor technical changes or additions*"; or per §15162, if the project will not "*have one or more significant effects not discussed in the previous EIR or negative declaration*", or "*Significant effects previously examined will be substantially more severe than shown in the previous EIR*".

We suggest that these criteria do not apply to the present project, as discussed below. We also note that the City's current CEQA checklist and associated public review are anomalous, since neither are required for EIR addenda because of their presumed "minor" character.

THE PROJECT IS SUBJECT TO VMT-REDUCTION REQUIREMENTS

The checklist asserts that the current project is not subject to 14 CCR 15064.3 requirements re VMT thresholds of significance because per §15007, "*...amendments to the guidelines apply*

prospectively only". This is incorrect because the quote, from §15007(b), is non-contextual and misread. Section 15007 refers to environmental documents in current process, as stipulated in §15007 (c): the lead agency need not respond to regulatory changes put into effect after public review but before approval of the environmental document. The current GP update is not a "step" (as referenced subsection §15007(b)) in the GP's long-since completed CEQA process, as the checklist seems to assert. It is a new CEQA "project", subject to current CEQA requirements.

We note that future project-level EIRs could use the same logic to similarly, and incorrectly, claim they are "steps" in the GP's CEQA process and thus exempt from VMT requirements pursuant to §15007.

In any case, the responsibility of lead agencies to implement regulatory updates timely is clearly specified in 15007(d): *"Public agencies shall comply with new requirements in amendments to the Guidelines beginning with ... The 120th day after the effective date of the Guideline*

THAT VMT IMPACTS ARE SIGNIFICANT IS "NEW INFORMATION"

The checklist asserts that, *"replacement of the LOS standard with VMT does not constitute new information under CEQA"*, and is thus not subject to further environmental review. We disagree. Under current CEQA guidelines, which apply to this project as explained above, VMT exceeding the 15 percent reduction threshold was not, but is now, defined to be a significant impact, a substantial increase in severity under the law. Per *Guidelines* §15162, subsections (a)(1)-(3) such "increase of severity" requires new analysis. We note that the GP projects a 46 percent increase of VMT in the City, further emphasizing the need for review under current standards.

FAILURE TO ADOPT TIMELY VMT THRESHOLDS CONFERS NO EXEMPTION

The Checklist re-states the GP's references to establishing VMT thresholds, but notes, *"Folsom has not developed VMT thresholds"*. Whatever the intent of this observation, the City's failure to adopt timely VMT thresholds confer no legal exemption under , and does not address the obligations to address VMT as stated above. Absent City thresholds, SMAQMD's June 2020, *Greenhouse Gas Thresholds For Sacramento County* apply, including a 15 percent reduction in VMT induced by new residential developments.

Thank you for the opportunity to participate in the City's process. Please let us know if we can answer any questions or assist in any other way.

Sincerely,



Oscar Balaguer, Co-Chair
350 Sacramento CAP Team

Cc: Stephanie Henry, Senior Planner, shenry@folsom.ca.us

Memo



455 Capitol Mall, Suite 300
Sacramento, CA 95814
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Date: July 27, 2021

To: Stephanie Henry, City of Folsom

From: Pat Angell and Marianne Lowenthal, Ascent Environmental

Subject: Housing Element Update and Related Actions Environmental Checklist and Addendum – Vehicle Miles Traveled Analysis

We have reviewed the 350 Sacramento July 21, 2021 letter regarding the Housing Element Update and Related Actions Environmental Checklist and Addendum regarding the transportation analysis related to vehicle miles traveled (VMT). The comments in this letter appear to confuse the requirements of environmental review under the California Environmental Quality Act (CEQA) for subsequent review of changes to the General Plan associated with the proposed updates to the Housing Element and Safety and Noise Element. The environmental effects of these elements and the overall General Plan were previously evaluated in the General Plan EIR (State Clearinghouse No. 2017082054).

Section 15162 of the State CEQA Guidelines describes the conditions under which a subsequent environmental impact report (EIR) would be prepared involving a previously approved project. In summary, when an EIR has been certified for a project (e.g., General Plan), no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Under State CEQA Guidelines Section 15164, an addendum to an EIR is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168. The Housing Element Update and Related Actions Environmental Checklist and Addendum (Addendum) provides technical analysis in compliance with these CEQA requirements. Adoption of these element updates would not constitute a new project under CEQA.

While VMT requirements of CEQA were not in effect at the time of the preparation of the General Plan EIR, the General Plan EIR did disclose anticipated changes in VMT from buildout of the General Plan. Specifically General Plan EIR Table 17-14 identifies that city-wide total VMT would increase from 2,001,884 miles under existing conditions to 2,915,651 miles at buildout in 2035 (45.6 percent increase). The transportation analysis in the Addendum (pages 4-32 through 4-34) evaluates whether the updates to the Housing Element and Safety and Noise Element would result in a substantial increase in VMT at buildout under the General Plan (2,915,651 miles). The proposed updates to the Housing Element and Safety and Noise Element would not include land use changes through rezoning or entitle development that would create changes in land use conditions resulting in a substantial increase in projected city-wide total VMT at buildout.

The project would amend the Empire Ranch Specific Plan to allow to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning rather than under a conditional use permit (this site shown in Addendum Figure 2-2). The potential inclusion of residential development in combination with commercial uses could provide VMT benefits on this site through the reduction of vehicle trip lengths between residential and retail uses.

The following minor text edits are recommended to the Addendum to clarify the VMT analysis.

Page 4-32, the following text changes are made to the third paragraph:

As provided in CEQA Guidelines Section 15007, "amendments to the guidelines apply prospectively only," and CEQA documents must meet the "content requirements in effect when the document was set out for public review," and "shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved." (CEQA Guidelines, Section 15007(c)). An assessment of the change in VMT under existing and 2035

conditions was disclosed as part of the General Plan EIR. This assessment determined that implementation of the General Plan would result in a net increase in total VMT of approximately 45.6 percent as compared to existing conditions (from 2,001,884 miles to 2,915,651 miles – General Plan Draft EIR Table 17-14). However, a VMT impact analysis consistent with the requirements of PRC Section 21099, and State CEQA Guidelines Section 15064.3 was not conducted because it was not required under CEQA at the time; and thus, no significance conclusion related to VMT was provided in the General Plan EIR.

Page 4-33, the following text changes are made at the top of the page:

...time. Therefore, the evaluation provided below does not constitute "new information" as defined in State CEQA Guidelines Section 15162. The analysis provided below does consider whether the project could result in a substantial increase in severity of city-wide total VMT anticipated under the General Plan at buildout (2,915,651 miles).

Page 4-34, the following text changes are made to the third paragraph:

The proposed updates to the Housing Element and Safety and Noise Element would not include land use changes through rezoning or entitle development that would create changes in land use conditions resulting in a substantial increase in projected city-wide total VMT at buildout identified in the General Plan EIR. The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit (see Figure 2-2). No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR that would substantially alter city-wide VMT anticipated under the General Plan at buildout (2,915,651 miles). The potential inclusion of residential development in combination with commercial uses could provide VMT benefits on this site through the reduction of vehicle trip lengths between residential and retail uses. Development would be consistent with regulations pertaining to transportation, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

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