



**FOLSOM**  
CITY OF  
DISTINCTIVE BY NATURE

# Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/27/2024
<b>AGENDA SECTION:</b>	Public Hearing
<b>SUBJECT:</b>	<p>City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project and Related Actions</p> <ol style="list-style-type: none"> <li>1. Resolution No. 11250- A Resolution of the City Council of the City of Folsom Certifying the Subsequent Environmental Impact Report for the 2035 City of Folsom General Plan Amendments Increased Residential Capacity Project and Related Actions</li> <li>2. Resolution No.11251- A Resolution of the City Council of the City of Folsom Amending the 2035 City of Folsom General Plan as it Relates to the Increased Residential Capacity Project and Related Actions</li> <li>3. Resolution No 11252 - A Resolution of the City Council of the City of Folsom Amending the Folsom Plan Area Specific Plan as it Relates to the Increased Residential Capacity Project and Related Actions</li> </ol>
<b>FROM:</b>	Community Development Department

## RECOMMENDATION / CITY COUNCIL ACTION

Staff respectfully recommends that the City Council conduct the public hearing and then:

1. Move to approve Resolution No.11250 - A Resolution of the City Council of the City of Folsom Certifying the Subsequent Environmental Impact Report for the 2035 City of Folsom General Plan Amendments Increased Residential Capacity Project and Related Actions
2. Move to approve Resolution No. 11251- A Resolution of the City Council of the City of Folsom Amending the 2035 City of Folsom General Plan as it Relates to the Increased

## Residential Capacity Project and Related Actions

3. Move to approve Resolution No 11252 - A Resolution of the City Council of the City of Folsom Amending the Folsom Plan Area Specific Plan as it Relates to the Increased Residential Capacity Project and Related Actions
4. Direct the Community Development Department to Prepare Objective Design and Development Standards (for the Target Areas) and Zoning Code Amendments Necessary to Implement the Project and Return to City Council for Action.

## **BACKGROUND / ISSUE**

### **Project Purpose and Summary**

Over the past several years the State legislature enacted numerous laws changing the rules for housing development in an attempt to solve the housing crisis. One of the biggest changes has been how cities and counties plan for sites to accommodate future housing growth, particularly sites for affordable housing. As a result of the ongoing growth, State law changes, and the increasing cost of housing in Folsom, the City faces a challenge to ensure that new housing growth enhances the areas where it is located and minimizes the negative effects of growth (e.g., traffic, noise, greenhouse gas emissions).

To address State mandates and the need for housing for all income levels in Folsom, especially those in our workforce, amendments to the City's General Plan (refer to Attachment 6) and the Folsom Plan Area Specific Plan (FPASP) (refer to Attachment 7) are proposed to increase housing capacity in key target areas of the City. This project represents amendments to the adopted 2035 General Plan, as well as to the FPASP and associated environmental review. The City certified the City of Folsom 2035 General Plan Update Final EIR (General Plan EIR) and adopted the General Plan in August 2018. The General Plan was amended in August 2021 for the Housing Element Update.

The City adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update the City is required to zone and maintain a sufficient inventory of land available to meet the targeted housing demands at all income levels over an eight-year period. As required by the State and the Sacramento Area Council of Governments (SACOG), the City's Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to lower-income households. If the City approves a project on a site designated in the Housing Element for the potential development of lower- or moderate-income housing at a lower residential density or a different income level than identified in the Housing Element inventory, the City is required to make findings that the remaining sites in the inventory have sufficient capacity to satisfy the unmet RHNA, or identify replacement sites available to meet the unmet RHNA. This State mandate is commonly known as the "no net loss" requirement. At the time of adoption, the City's 2021-2029 Housing Element identified sufficient sites to meet the City's RHNA for all income categories, with a surplus capacity of development sites that could accommodate up to 490 lower-income units.

The City does not develop or construct housing projects, and unless financial assistance is requested or the property has a deed restriction requiring affordable housing, the City also does not restrict whether a particular site must be developed for a particular income group as long as the development meets zoning and General Plan requirements. Since adoption of the Housing Element, several of the properties initially identified as potential housing for lower-income households have instead been developed with luxury and market-rate apartments. As a result, additional capacity is needed to provide the City with a buffer to maintain an inventory of lower-income sites as new market rate housing are developed throughout the planning period. Failure to do this would trigger the State’s “no net loss” requirements and would require the City to rezone vacant sites at the taxpayers’ expense to continue maintain the affordable housing inventory in the City’s RHNA. If sites in the target areas are not acceptable to the City Council, then the City would need to identify other vacant sites potentially in or near existing residential neighborhoods and rezone those other vacant sites within six months to maintain an adequate available sites inventory, again at the taxpayers’ expense.

Program H-2 of the 2021-2029 Housing Element directs the City to strategically increase residential densities in targeted areas of the City. The targeted areas for increased residential capacity to satisfy the City’s RHNA include:

- East Bidwell Mixed-Use Overlay Area
- SACOG Transit Priorities Areas (Glenn and Iron Point light rail stations)
- FPASP Town Center, as well as other Folsom Plan Area sites

In addition to the proposed amendments related to increasing the City’s housing capacity, other amendments are proposed related to traffic safety and management. On December 13, 2022, Public Works staff made a presentation titled “Report on Traffic Roundabout Fact-Finding Mission and Direction to Staff Regarding Future Consideration of a Traffic Roundabout Policy” to City Council. During the presentation, staff presented information regarding their experiences visiting Carmel and Whitestown, Indiana, as well as Stapleton, Golden, and Loveland, Colorado. Staff presented the benefits of roundabouts to vehicle and driver safety, traffic operations and capacity, right-of-way requirements, and maintenance needs versus traditional traffic signal control at intersections. At the conclusion of the presentation, City Council provided staff direction to develop a “Roundabout First” policy. That directive was incorporated into this project and the policy is included in the Mobility Element of the proposed amendments to the 2035 General Plan.

### **Project Overview and Requested Actions**

The following actions are proposed as part of this project:

1. Certification of the final Subsequent Environmental Impact Report (SEIR) prepared for the project (refer to Attachment 9).
2. Adoption of General Plan and FPASP land use amendments to accomplish the following:

- Increase minimum density and maximum FAR standards for the East Bidwell Corridor Mixed-Use Overlay.
  - Establish a new Transit-Oriented Development Overlay designation and associated development standards.
  - Increase opportunities for multi-family high density development.
  - Increase the residential development capacity of specified sites in the Folsom Plan Area, especially within the Town Center District.
  - Increase the number of sites in the Folsom Plan Area for mixed-use and multi-family high density housing.
  - Increase maximum density and FAR standards for the Folsom Plan Area Town Center Overlay.
  - Include “roundabout prioritization” policies in the General Plan Mobility Element and the FPASP Circulation Section.
3. Minor clean-up revisions to the FPASP that remove outdated information and consolidate duplicative land use information in the text by referring users to the Land Use Summary in Table 4.2 and Site Inventory Tables (5.1, 5.2, 5.3 and 5.4).
  4. Sets the stage for future adoption of new Zoning Code amendments necessary to implement the project and the preparation of associated objective development standards.

In total this project proposes to create capacity for up to 6,046 additional residential units in Folsom to meet the goals for the City’s housing element requirements as mandated by the State. By increasing capacity in targeted areas, the City will be able to maintain an adequate supply of land for multi-family housing without having to rezone land in established residential neighborhoods. Furthermore, as the population grows and more people work in Folsom, the City will need to offer a variety of housing types to accommodate households of all income groups. The best location for those homes is in targeted areas near jobs, services, and transit. Finally, while these amendments create additional capacity, actual development of these units would be subject to future City review and approval.

In addition, the project also proposes to amend the General Plan Mobility Element to include “roundabout prioritization” policies. These policies would require that whenever traffic controls are needed at an intersection, the use of roundabouts as a traffic control measure should be considered first before considering alternative traffic controls, such as traffic signals or turn restrictions. Furthermore, these policies address modifications to existing traffic controls, which would allow an existing signalized intersection to be replaced by a roundabout. Lastly, the project also proposes several new General Plan Implementation Measures related to mobility, noise, and tribal cultural resources, among others.

### **Process to Date**

The proposed project is the result of over two years of effort which included input from the community, outside agencies, stakeholders, the Planning Commission, and ultimately direction of the City Council. The project website at [City of Folsom’s 2035 General Plan and Folsom Plan](#)



[Area Specific Plan Amendments](#) includes additional information and documents relevant to the Project and process.

Initial phases of the General Plan and FPASP Amendments associated with the project involved a targeted multi-family and mixed-use housing study, establishment of build out assumptions, and discussions with Folsom Plan Area landowners. Based on these initial efforts, staff and the consultant teams prepared proposed project concepts, which were presented to the public and decision makers at a series of workshops and public hearing starting in 2022. Workshop and hearing dates to develop and consider the proposed amendments to the Folsom 2035 General Plan and FPASP over the last 28 months are listed below.

- April 21, 2022 – Targeted Housing Study Community Workshop #1
- April 24 – May 13, 2022 – Targeted Housing Design Preference Survey
- June 9, 2022 - Targeted Housing Study Community Workshop #2
- July 6, 2022 – Planning Commission Targeted Multi-Family and Mixed-Use Housing Workshop
- July 26, 2022 – City Council Targeted Multi-Family and Mixed-Use Housing Workshop
- December 13, 2022 - City Council presentation on traffic roundabout fact-finding mission requesting direction to staff regarding future consideration of a traffic roundabout policy
- March 15, 2023 – Planning Commission workshop on the build out assumptions for the targeted areas.
- March 28, 2023 – City Council workshop on the build out assumptions and housing capacity recommendations for the targeted areas.
- August 17, 2023 – Virtual public and agency scoping meeting for the preparation of a Subsequent Environmental Impact Report for the project
- May 16, 2024 - Virtual community meeting on the proposed amendments to the City of Folsom’s 2035 General Plan and FPASP for Increased Residential Capacity and the Subsequent Environmental Impact Report.
- July 24, 2024 – Planning Commission Public Hearing

### **Planning Commission Public Hearing**

On July 24, 2024, the Planning Commission held a duly noticed public hearing, considered a Subsequent Final Environmental Impact Report prepared for the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project and Related Actions, reviewed the proposed Project, and received public comments.

On the day of the hearing, staff received an email from a member of the public to be forwarded to the Planning Commission, requesting that the Planning Commission decline to make a recommendation to City Council regarding the proposed City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project and Related Actions and that the Planning Commission direct staff to prepare a noise impact evaluation that includes consideration of the project’s increase in vehicle trips and vehicle noise along Riley Street north of Natoma Street. This email is included in Attachment 4. No members of the public spoke at the meeting.

At the meeting, the Commissioners discussed various aspects of the proposed project. Key topics included the sustainability of the City's affordable housing funds over the next decade, consideration for future inclusionary or affordable housing requirements for market rate rental projects to ensure adequate affordable housing units and funding, and support for the project's requirement to deed restrict 890 units in the Folsom Plan Area to ensure affordable housing units as part of this effort. Additionally, they had general questions pertaining to the 30 du/acre minimum, reduced vehicle miles traveled (VMT), and traffic impacts. They also sought clarification regarding the city's consultation with the United Auburn Indian Community, the timeline for SacSewer's infrastructure construction in the Folsom Plan Area, the impact of losing 251,266 square feet of commercial space in the Folsom Plan Area, and the public comment concern pertaining to potential traffic noise impacts of the project on Riley Street. Staff and the consultant teams responded to Commissioners' questions and provided the following clarifications:

Staff explained that the tribe's request to reopen the FPA mitigation measures, which were part of the FPASP EIR/EIS and subject to a Programmatic Agreement which was developed collaboratively with the City, federal agencies, and the tribes, was not appropriate as part of this project. Furthermore, the proposed project maintains the same development footprint as previously evaluated, resulting in no additional impacts to tribal cultural resources that were evaluated in the FPASP EIR/EIS. Despite staff's efforts to explain the process, the tribe was unwilling to withdraw their request to revise the mitigation measures, and the City was unable to accommodate their request. However, recognizing the potential for unanticipated discoveries, the City added two new General Plan Implementation Programs to address the tribe's overall concerns.

In addition, staff explained that once Folsom reaches the threshold of 1.9 million gallons of wastewater per day, SacSewer is required to build a conveyance system to transport the wastewater to the treatment plant. Typically, funding for such projects comes from development impact fees and community facilities districts (CFDs, also known as Mello Roos). As development progresses, these funds accumulate and are eventually used to finance the necessary infrastructure and facilities to support new development. If SacSewer aims to minimize construction disruption and cost by starting construction of the infrastructure and facilities now, they would likely need to front-load the costs. Ultimately, this decision would rest with SacSewer.

With regards to the loss of 251,266 square feet of commercial space in the Folsom Plan Area, staff explained that only two sites currently designated as commercial are being proposed to have their land use designations changed from commercial to residential, and neither of these sites are in the future town center area. Furthermore, the Folsom Plan Area currently has a significant amount of commercial sites to accommodate 2.79 million square feet of commercial. With this project, the Folsom Plan Area will still be able to accommodate 2.54 million square feet of commercial.

Finally, the consultant addressed the public comment received by the Planning Commission regarding potential vehicle noise impacts along Riley Street outside the project area. The consultant explained that the intersections selected for the project's traffic analysis were those expected to experience the most significant traffic impacts. The trip distribution modeled in the traffic study predicted that the intersection in question would have diminishing trips, which also implies diminishing transportation noise. To perceive a noticeable increase in traffic noise, the number of trips on the roadway would need to double. Based on the traffic analysis any new

project trips on Riley Street north of Natoma would be minimal, and thus any noise-related impacts would not result in a perceptible increase in noise.

The Planning Commission unanimously adopted a motion (6-0-0-1) with one member absent to recommend that the City Council certify the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Final Subsequent Environmental Impact Report, including the CEQA Findings and Facts in Support of the Findings and approve the Mitigation Monitoring and Reporting Program; adopt the General Plan Amendments to amend the Land Use Element, Mobility Element, and Implementation Element; adopt the Folsom Plan Area Specific Plan Amendment; and direct the Community Development Department to prepare Objective Development Standards and Zoning Code Amendments necessary to implement the project.

**POLICY / RULE**

The City’s 2021-2029 Housing Element was approved by City Council on August 24, 2021. That document includes several policies that relate directly to the issues discussed in this staff report. These include:

- **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.
- **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.
- **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.
- **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.
- **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.
- **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.

In addition, and as discussed earlier in this staff report, the City is also subject to identifying sufficient and appropriately zoned sites to accommodate its RHNA requirements mandated by the

State. The City also has an obligation that if, as a result of market-rate housing development on sites previously identified for potential lower-income households, into longer has sufficient and appropriately zoned sites for lower-income households, then the City must within six months rezone additional land for such housing. This is known as the “no net loss” requirement and is set forth in Government Code Section 65863.

There are also several goals and policies from the Mobility Element of the City’s 2035 General Plan that relate to the proposed “Roundabout First” and traffic safety policies. These include:

- **Goal M 1.1** Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.
  - **M 1.1.1 Complete Streets:** Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.
- **Goal M 4.1** Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

### **ANALYSIS**

The detailed analysis for the Project is provided in the Analysis Section of the Planning Commission Staff Report which is included in Attachment 5 to this report.

### **FINANCIAL IMPACT**

The requested Actions 1-4 identified in the Project Overview and Requested Actions Section in this staff report, have no immediate financial impact to the General Fund. Funding for this Project and associated environmental review was provided by a Green Means Go Grant provided by the Sacramento Area Council of Governments (SACOG).

The loss of 251,266 square feet of commercial space in the Folsom Plan Area could potentially reduce future sales tax revenue. However, the exact impact is uncertain and will depend on the types of commercial activities that would have occupied this space. In addition, there may be reductions in future property tax revenue as deed-restricted affordable housing projects developed by non-profit developers are typically exempt from paying property tax (per Revenue and Taxation Code section 214); however, as there is no development proposal in place currently, the potential impact is uncertain.



## **ENVIRONMENTAL REVIEW**

The City certified the City of Folsom 2035 General Plan Update Final EIR (General Plan EIR) and adopted the General Plan in August 2018. The General Plan was amended in August 2021 for the Housing Element Update. This project represents a further amendment to the adopted 2035 General Plan. Since the project proposes changes to the land uses evaluated in the General Plan EIR that could involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects, the City determined that the preparation of a subsequent environmental impact report (SEIR) was the appropriate environmental review document for the project, pursuant to the requirements of State CEQA Guidelines Section 15162.

It should be noted that a portion of the project is located in the FPASP south of Highway 50. The City adopted the FPASP and certified the Final EIR/Environmental Impact Study (EIS) (FPASP EIR/EIS) in June 2011. The 2035 General Plan and its EIR incorporated the FPASP and its policies and impact analysis. Although this SEIR is based on the analysis in the 2035 General Plan EIR, the SEIR also evaluated the project in light of the impact analysis provided in the FPASP EIR/EIS.

The City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project SEIR has been prepared pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.) to evaluate the physical environmental effects of the Project. The City of Folsom is the lead agency for the Project. The City has the principal responsibility for approving and carrying out the Project and for ensuring that the requirements of CEQA have been met.

A detailed discussion of the environmental review scope and process for the Project is provided in the Environmental Review section of the Planning Commission Staff Report which is included in Attachment 5 to this report.

*FINAL EIR:* A Final SEIR has been prepared and is available on the City's website at [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy). The City received six comment letters during the public review period for the Draft SEIR which concluded on June 6, 2024. Three letters were received from agencies, including the California Highway Patrol, California Department of Transportation, and Sacramento Area Sewer District, and three letters were received from members of the public on the content of the Draft SEIR. Chapter 2 (Responses to Comments) of the Final SEIR identifies the commenting parties, their respective comments, and responses to these comments.

In addition, as previously discussed in the staff report, the Planning Commission received a comment from a member of the public regarding concerns pertaining to traffic-related noise impacts on Riley Street as a result of the project. City staff and the consultant team reviewed the comment, and the consultant provided a verbal response to this concern during the Planning Commission hearing on July 24, 2024 as described earlier in this report.

City staff and the SEIR consultant reviewed all comments received on the Draft SEIR and Final EIR. Comments were analyzed to determine if any of the commenters raised new issues that were not considered in the Draft SEIR analysis and constitute substantial new information not previously included in the Draft SEIR. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (CEQA Guidelines Section 15088.5).



## ATTACHMENTS

1. Resolution No.11250 - A Resolution of the City Council of the City of Folsom Certifying the Subsequent Environmental Impact Report for the 2035 City of Folsom General Plan Amendments Increased Residential Capacity Project and Related Actions

Exhibit 1a: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Final SEIR

Exhibit 1b: [City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Draft SEIR](#) (On file with the Community Development Department and available online at [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy) )

Exhibit 2: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Findings and Facts in Support of Findings

Exhibit 3: Mitigation Monitoring and Reporting Program

2. Resolution No. 11251- A Resolution of the City Council of the City of Folsom Amending the 2035 City Of Folsom General Plan as it Relates to the Increased Residential Capacity Project and Related Actions

Exhibit 1: Land Use Element Amendments

Exhibit 2: Mobility Element Amendments

Exhibit 3: Implementation Element Amendments

3. Resolution No 11252 - A Resolution of the City Council of the City of Folsom Amending the Folsom Plan Area Specific Plan as it Relates to the Increased Residential Capacity Project and Related Actions

Exhibit 1: Summary of Proposed Folsom Plan Area Specific Plan Amendments

Exhibit 2: [Folsom Plan Area Specific Plan Amendments](#) (On file with the Community Development Department and available online at [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy) )

4. Email to Planning Commission July 24, 2024 (Public Comment)

5. Planning Commission Staff Report – July 24, 2024 (Attachments 1-4 and 6)<sup>1</sup>

Attachment 1: Background

Attachment 2: Project Description

Attachment 3: Analysis

Attachment 4: Environmental Review

Attachment 6: Proposed General Plan Amendments

---

<sup>1</sup> Attachment 5 was the list of recommended Planning Commission actions, which is similar to the Council actions, and is not included in this staff report to avoid confusion.

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

A Resolution of the City Council of the City of Folsom Certifying the Subsequent  
Environmental Impact Report for the 2035 City of Folsom General Plan  
Amendments Increased Residential Capacity Project and Related Actions

**RESOLUTION NO. 11250**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM  
CERTIFYING THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR  
THE 2035 CITY OF FOLSOM GENERAL PLAN AMENDMENTS INCREASED  
RESIDENTIAL CAPACITY PROJECT AND RELATED ACTIONS**

**WHEREAS**, the City of Folsom (“City”) acting as lead agency pursuant to the California Environmental Quality Act (Public Resources Code sections 21000 et seq.) (“CEQA”) prepared a subsequent environmental impact report (“SEIR”) for the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project and Related Actions (“Project”) (SCH# 2023070470); and

**WHEREAS**, for purposes of the City acting as lead agency pursuant to CEQA, the SEIR analyzed the following (collectively referred to as the “Project Approvals”):

1. General Plan Amendments to amend the General Plan Land Use Element to: a) increase minimum density and maximum FAR standards for all parcels within the East Bidwell Corridor Mixed-Use Overlay; b) establish a new Transit-Oriented Development Overlay designation and associated development standards; c) amend the General Plan Mobility Element to include roundabout prioritization policies; d) amend the General Plan Implementation Section related to mobility, noise, and tribal cultural resources (consistent with AB 52 and SB 18), among others; and e) amend the General Plan land use designation of specified sites in the Folsom Plan Area to allow for additional multi-family and mixed-use development.
2. Folsom Plan Area Specific Plan Amendments to a) amend the specific plan to increase the residential development capacity of specified sites in the Folsom Plan Area, especially the Town Center; b) amend the specific plan land use and zoning designations of specified sites in the Folsom Plan Area to allow for additional multi-family and mixed-use development; and c) amend the specific plan Circulation Section to include a roundabout prioritization policy.
3. Proposed Zoning Code Amendments to necessary to implement the project and the preparation of associated objective development standards.

**WHEREAS**, the Project Approvals constitute a “Project” for purposes of CEQA and CEQA Guidelines section 15378; and

**WHEREAS**, a Notice of Preparation for the Project was issued on July 24, 2023; and

**WHEREAS**, on April 22, 2024, the City released the Draft SEIR that was prepared for the Project and circulated the document for a 45-day public review period which was made available for public comment in accordance with CEQA from April 22, 2024 through June 6, 2024; and

**WHEREAS**, the City received written comments on the Draft SEIR, in response to which the City prepared and released a Final SEIR on July 17, 2024; and

**WHEREAS**, the City as lead agency under CEQA brought forward the Final SEIR to the Planning Commission for consideration at a duly noticed public hearing on July 24, 2024 during which the Planning Commission considered the Final SEIR and written and oral testimony on the same; and recommended certification of the Final SEIR together with a recommendation of adoption of the Findings and Facts in Support of Findings and the Mitigation Monitoring and Reporting Program; and

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

**WHEREAS**, the Final SEIR consists of the Draft SEIR, all appendices to the Draft and Final SEIR, comments on the Draft SEIR, a list of the persons, organizations, and public agencies commenting on the Draft SEIR, the responses to comments received during the public review period, text changes to the Draft SEIR, and a summary of impacts and mitigation measures (collectively the “SEIR”); and

**WHEREAS**, the City Council has reviewed and duly considered the Final SEIR for the Project and has determined that the Final SEIR supports its directions to staff and determinations on certification of the Final EIR.

**NOW, THEREFORE, BE IT RESOLVED**, by the Folsom City Council that:

1. The above referenced recitals are true and correct and incorporated herein by reference.
2. The City Council finds that:
  - A. The Final SEIR (Exhibit 1) for the Project has been prepared in accordance with all requirements of CEQA and the State CEQA Guidelines; and
  - B. The SEIR was presented to the City Council (the decision-making body of the City), and the City Council reviewed and considered the Final SEIR prior to acting on the Project; and
  - C. The Final SEIR reflects the independent judgment and analysis of the City Council of the City of Folsom. The City Council bases its findings on such review and other substantial evidence in the record.
3. The City Council hereby certifies the SEIR as complete, adequate and in full compliance with CEQA and considers such certification as a basis for considering and acting upon the Project Approvals and exercising its independent judgment.
4. The City Clerk is the custodian of record of the SEIR.



5. The City Council has considered and hereby adopts the “Findings of Facts” as set forth in Exhibit 2, attached hereto and incorporated herein by reference.
6. The City Council hereby approves and adopts each and every mitigation measure identified in the Findings and makes such mitigation measures a required component of and incorporated into approval of the Project. The City Council finds that implementation of the mitigation measures identified and discussed in the Findings will avoid or reduce to a level of less-than-significant those environmental effects identified in the SEIR for which a mitigation measure is identified.
7. The City Council hereby adopts the Mitigation Monitoring and Reporting Plan (“MMRP”) prepared for the Project Approvals and as set forth in Exhibit 3 and incorporated herein by reference. All mitigation measures proposed in the SEIR shall be implemented, and the MMRP will implement all mitigation measures adopted with respect to the Project pursuant to all of the Project Approvals. The MMRP is hereby incorporated into the Project and thereby becomes part of and limitations upon the entitlements conferred by the Project Approvals.
8. If any section, subsection, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

**Exhibits**

- Exhibit 1a: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Final SEIR
- Exhibit 1b: [City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Draft SEIR](#) (*On file with the Community Development Department and available online at: [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy)*)
- Exhibit 2: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Findings and Facts in Support of Findings
- Exhibit 3: Mitigation Monitoring and Reporting Program

**PASSED AND ADOPTED** this 27th day of August 2024, 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

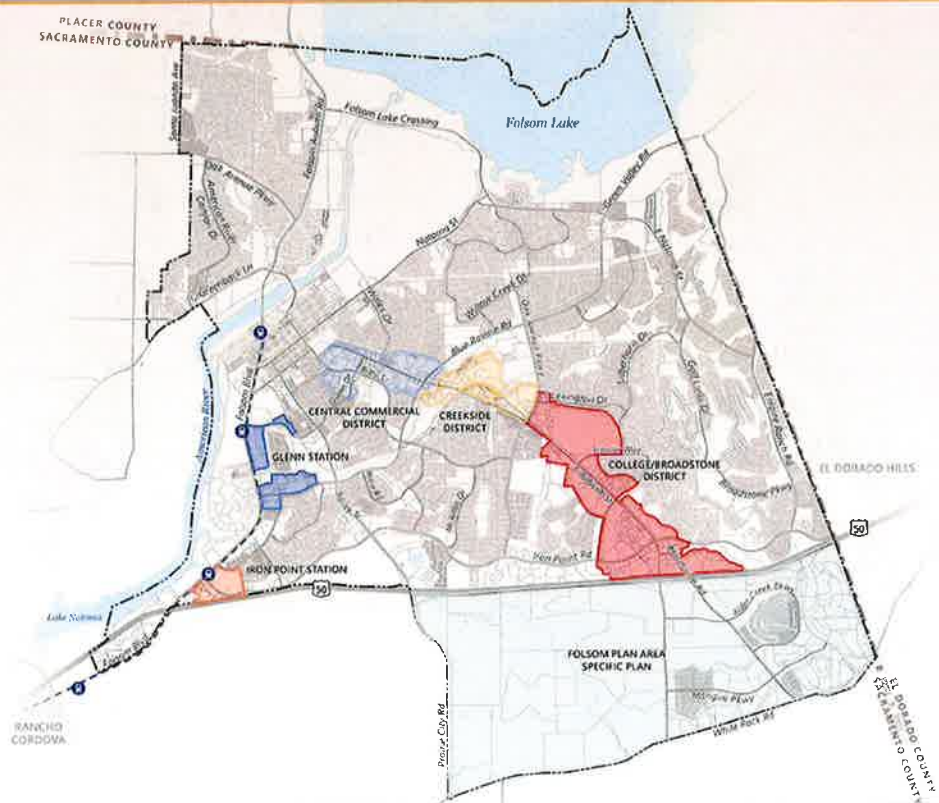
## **Exhibit 1a**

**Final Subsequent Environmental Impact Report for the City of Folsom 2035  
General Plan Amendments for Increased Residential Capacity Project  
(On file with the Community Development Department and available online at:  
[www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy))**

FINAL ENVIRONMENTAL IMPACT REPORT

# City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

STATE CLEARINGHOUSE No. 2023070470



Prepared for:



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

City of Folsom

Contact:

Stephanie Henry  
Community Development Department  
916.461.6208

July 2024

FINAL ENVIRONMENTAL IMPACT REPORT

# City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

Prepared for:

**City of Folsom**

Community Development Department  
50 Natoma Street  
Folsom, CA 95630

Contact:

**Stephanie Henry**

Community Development Department  
916.461.6208

Prepared by:



**Ascent Environmental**

455 Capitol Mall, Suite 300  
Sacramento, CA 95814

Contact:

**Kari Zajac**

Senior Environmental Project Manager  
916.732.3329

July 2024



# TABLE OF CONTENTS

Section	Page
LIST OF ABBREVIATIONS .....	III
<b>1 INTRODUCTION.....</b>	<b>1-1</b>
1.1 Purpose and Intended Uses of this Final SEIR .....	1-1
1.2 Project Location .....	1-1
1.3 Project Objectives.....	1-2
1.4 Project Description.....	1-2
1.5 Major Conclusions of the Environmental Analysis.....	1-3
1.6 CEQA Public Review Process .....	1-3
1.7 Organization of the Final SEIR .....	1-3
<b>2 RESPONSES TO COMMENTS.....</b>	<b>2-1</b>
2.1 List of Commenters on the Draft SEIR .....	2-1
2.2 Comments and Responses .....	2-2
<b>3 REVISIONS TO THE DRAFT EIR.....</b>	<b>3-1</b>
3.1 Revisions to Executive Summary.....	3-1
3.2 Revisions to the Project Description .....	3-5
3.3 Revisions to Section 3.1 Aesthetics .....	3-9
3.4 Revisions to Section 3.2 Air Quality .....	3-9
3.5 Revisions to Section 3.3 Cultural and Tribal Cultural Resources .....	3-11
3.6 Revisions to Section 3.4 Energy .....	3-12
3.7 Revisions to Section 3.7 Noise and Vibration .....	3-12
3.8 Revisions to Section 3.9 Public Services and Recreation.....	3-13
3.9 Revisions to Section 3.10 Transportation.....	3-13
3.10 Revisions to Section 3.11 Utilities and Service Systems .....	3-13
3.11 Revisions to the Chapter 8, References .....	3-15
<b>4 LIST OF PREPARERS .....</b>	<b>5-1</b>
 <b>Appendices</b>	
A Comment Letters	
B Mitigation Monitoring and Reporting Program	
 <b>Tables</b>	
Table 2-1 List of Commenters.....	2-1

## LIST OF ABBREVIATIONS

CEQA	California Environmental Quality Act
City	City of Folsom
draft SEIR	draft subsequent environmental impact report
FAR	floor area ratio
Final SEIR	final subsequent environmental impact report
FPASP	Folsom Plan Area Specific Plan
General Plan EIR project	<i>Folsom General Plan 2035 Draft and Final Environmental Impact Report</i> 2035 General Plan Amendments for Increased Residential Capacity Project
VMT	vehicle miles travelled

# 1 INTRODUCTION

This final subsequent environmental impact report (Final SEIR) has been prepared by the City of Folsom (City), as lead agency, in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq) and the State CEQA Guidelines (CCR Section 15132). This Final SEIR contains responses to comments received on the draft subsequent environmental impact report (draft SEIR) for the 2035 General Plan Amendments for Increased Residential Capacity Project (project). The Final SEIR consists of the Draft SEIR and this document (response to comments document), which includes comments on the Draft SEIR, responses to those comments, and revisions to the Draft SEIR. This is a subsequent EIR to the *Folsom General Plan 2035 Draft and Final Environmental Impact Report* (General Plan EIR) (State Clearinghouse Number 2017082054).

## 1.1 PURPOSE AND INTENDED USES OF THIS FINAL SEIR

CEQA requires a lead agency that has prepared a Draft EIR to solicit comments from responsible and trustee agencies that have jurisdiction by law with respect to the project, and to provide the public with an opportunity to comment on the Draft EIR. This Final SEIR is the mechanism for responding to these comments. This Final SEIR has been prepared to respond to comments received on the Draft SEIR, which are reproduced in this document; and to present corrections, revisions, and other clarifications and amplifications to the Draft SEIR, including project updates, made in response to these comments. The Final SEIR will be used to support the City's decision regarding whether to approve the project.

This Final SEIR will also be used by CEQA responsible agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. It may also be used by other state, regional, and local agencies that may have an interest in resources that could be affected by the project or that have jurisdiction over portions of the project.

Responsible, trustee, and interested agencies may include:

- ▶ CDFW,
- ▶ California Department of Transportation,
- ▶ Sacramento Area Sewer District,
- ▶ Sacramento Metropolitan Air Quality Management District, and
- ▶ Sacramento Municipal Utility District.

## 1.2 PROJECT LOCATION

The project planning area consists of the East Bidwell Mixed-use Corridor, the Glenn and Iron Point Transit Priority Areas, and the Folsom Plan Area. The East Bidwell Mixed-use Corridor extends from Highway 50 to Coloma Street. The corridor includes a mixed-use overlay zone that is comprised of the Central Commercial District, Creekside District, and College/Broadstone District. The two transit priority areas (Iron Point Station area and Glenn Station area) are located along Folsom Boulevard and provide a connection to Sacramento Regional Transit Light Rail. The Folsom Plan Area is the City's newest community and is located on approximately 3,500 acres south of Highway 50, east of Prairie City Road, North of White Rock Road, and west of the El Dorado County Line in the City of Folsom.

The Folsom Plan Area Specific Plan (FPASP) was approved by the City Council in 2011 along with a joint EIR/ environmental impact statement (EIS) that was certified for City adoption of the FPASP (State Clearinghouse No. 2008092051). The FPASP covers the area within the City limits south of Highway 50 (Folsom Plan Area) and is a comprehensive planned community that will include a mix of residential neighborhoods, office and retail development, a mixed-use town center, and over 1,000 acres of open spaces and trails to serve a variety of needs in the community.

## 1.3 PROJECT OBJECTIVES

The primary objectives of the project are to:

- ▶ Ensure a buffer to maintain low- and moderate-income housing sites sufficient to meet the City's Regional Housing Needs Allocation (RHNA) requirements;
- ▶ Implement 2021-2029 Housing Element Program H-2 to facilitate development and increase opportunities for mixed-use and multi-family high density development in the East Bidwell Mixed Use Overlay, Sacramento Area Council of Governments Transit Priority Areas outside the Historic District, and the Folsom Plan Area Specific Plan Town Center;
- ▶ Establish a new Transit Oriented Development overlay designation; and
- ▶ Provide zoning and land use designations and objective development standards for low- and moderate-income housing sites.

## 1.4 PROJECT DESCRIPTION

To implement Program H-2 of the 2012-2029 Housing Element and increase opportunities for mixed-use and multi-family high density development to support low and moderate-income housing capacity in the City, the project includes amendments to the City's General Plan. Amendments would include increasing the minimum density and maximum floor area ratio (FAR) standards for the East Bidwell Corridor Mixed-Use Overlay zone, and establishing a new Transit-Oriented Development Overlay for the areas surrounding Iron Point and Glenn Stations. Factoring in existing development capacity, the net new capacity in these areas of the City would be approximately 4,164 housing units over the current General Plan.

The project would also result in the potential for an additional 1,882 residential units beyond what is currently allowed in the FPSAP. To account for increased residential development the project would reduce 251,266 square feet of non-residential development capacity in the FPASP. General Plan land use amendments and associated FPASP amendments would include:

- ▶ Amend the land use and specific plan designations for Site 2 (10.52 acres) ("Site" refers to a proposed property for rezone) from industrial/office park to multi-family high density to allow for development of up to 400 multi-family housing units.
- ▶ Amend the land use and specific plan designations of Site 15 (13.22 acres) from community commercial to multi-family high density to allow for up to 320 multi-family housing units.
- ▶ Amend the land use and specific plan designations for Site 233 (11.54 acres) from general commercial to mixed-use to allow for development of up to 250 multi-family housing units.
- ▶ Amend the land use and specific plan designations for Site 76 (13.22 acres) from multi-family low density to multi-family medium density to allow for up to 230 multi-family housing units.
- ▶ Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
- ▶ Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0.
- ▶ Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to 6 stories (70 feet) for architectural features such as corner elements.
- ▶ Increase the number of dwelling units allocated to nine additional multi-family designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.
- ▶ Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a target of 890 deed-restricted affordable housing units to help meet the City's lower income RHNA.

In addition, the project would amend the General Plan Mobility Chapter to include “roundabout prioritization” policies. These policies would require that consideration of future traffic controls should first determine whether roundabout traffic control is feasible, beneficial, and cost effective before considering alternative traffic controls, such as signalization or turn restrictions. Additionally, these policies address modifications to existing traffic controls, which would allow an existing traffic control to become a roundabout. Finally, the project also proposes several new General Plan Implementation Measures related to noise, mobility, and tribal cultural resources, among others.

## 1.5 MAJOR CONCLUSIONS OF THE ENVIRONMENTAL ANALYSIS

There were no new significant and unavoidable issue areas identified in the Draft SEIR and the project would not result in a substantially more severe impact for any significant and unavoidable impacts identified in the General Plan EIR.

## 1.6 CEQA PUBLIC REVIEW PROCESS

On April 22, 2024, the City released the Draft SEIR for a 45-day public review and comment period. The Draft SEIR was submitted to the State Clearinghouse for distribution to reviewing agencies; posted on the City’s website (<https://www.folsom.ca.us/government/community-development/housing-services/targeted-multi-family-and-mixed-use-housing-study>); and was made available at the City’s offices at 50 Natoma Street and the Folsom Public Library at 411 Stafford Street. A notice of availability of the Draft SEIR was published in the local newspaper and distributed by the City to a project-specific mailing list. Information regarding the Draft SEIR was provided to the public through various social media posts.

As a result of these notification efforts, written comments were received from three organizations and three individuals on the content of the Draft SEIR. Chapter -2, “Responses to Comments,” identifies these commenting parties, their respective comments, and responses to these comments. None of the comments received, or the responses provided, constitute “significant new information” by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

## 1.7 ORGANIZATION OF THE FINAL SEIR

This Final SEIR is organized as follows:

**Chapter 1, “Introduction,”** describes the purpose of the Final SEIR, summarizes the project and the major conclusions of the Draft SEIR, provides an overview of the CEQA public review process, and describes the content of the Final SEIR.

**Chapter 2, “Responses to Comments,”** contains a list of all parties who submitted comments on the Draft SEIR during the public review period, copies of the comment letters received, and responses to the comments.

**Chapter 3, “Revisions to the Draft EIR,”** presents revisions to the Draft SEIR text made in response to comments, or to amplify, clarify or make minor modifications or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by underline where text is added.

**Chapter 4, “References,”** identifies the documents used as sources for the analysis.

**Chapter 5, “List of Preparers,”** identifies the lead agency contacts as well as the preparers of this Final SEIR.



This page is intentionally left blank.

## 2 RESPONSES TO COMMENTS

This chapter contains comment letters received during the public review period for the Draft SEIR (Appendix A), which concluded on June 6, 2024. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the Draft SEIR.

### 2.1 LIST OF COMMENTERS ON THE DRAFT SEIR

Table 2-1 presents the list of commenters, including the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

**Table 2-1 List of Commenters**

Letter No.	Commenter	Date
AGENCIES		
A1	California Highway Patrol B.J. Maynard, Lieutenant	May 24, 2024
A2	California Department of Transportation Gary Arnold, Branch Chief	May 28, 2024
A3	Sacramento Area Sewer District Robb Armstrong, SacSewer Development Services	June 4, 2024
INDIVIDUALS		
I1	Finley	May 15, 2024
I2	Loretta Hettinger	May 15, 2024
I3	Crystal Gorton	May 15, 2024

## 2.2 COMMENTS AND RESPONSES

The written individual comments received on the Draft SEIR and the responses to those comments are provided below. The comment letters are reproduced in their entirety and are followed by the response(s). Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.

### 2.2.1 Agencies

#### Letter A1 California Highway Patrol

B.J. Maynard, Lieutenant  
May 24, 2024

##### Comment A1-1

The commenter states that the project would put a strain on existing public safety resources along U.S. Highway 50 and surrounding roadways in Sacramento County, including traffic safety and extended response times as Folsom is experiencing significant growth.

##### Response A-1

As discussed in the Draft SEIR Section 3.9, "Public Services and Recreation" the project would result in a 14 percent increase in population as compared to what is currently assumed in the Folsom General Plan and would thus require increased police services, including California Highway Patrol, to maintain service times and safety. New residents in Folsom would be required to pay local property and sales taxes. Money from these taxes would be provided to California Highway Patrol from the State for funding additional public safety services, as needed. Traffic safety was analyzed in Impact 3.11-3 of the Draft SEIR. As stated on page 3.10-19 of the Draft SEIR future development under the project, "would be constructed in accordance with applicable roadway design and safety guidelines. The project would not increase hazards because of a roadway design feature or incompatible uses and would include a roundabout prioritization policy that would provide opportunities for improved safety." No changes to the SEIR are required in response to this comment and no further response is required.

## Letter A2 California Department of Transportation

Gary Arnold, Branch Chief  
May 28, 2024

### Comment A2-1

The commenter provides introductory remarks and a summary of the project description.

### Response A2-1

The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

### Comment A2-2

The commenter states that individual developments under the project would be required to prepare VMT impact studies that include multimodal analysis. The commenter states that queuing analysis should be completed to determine cumulative impacts and spillback onto US Highway 50. The commenter continues that retail as part of larger development would not be exempt from VMT as it would not be local serving.

### Response A2-2

A queuing evaluation was completed as part of the Traffic Analysis for the project prepared by Kimley Horn in April 2024 for use by the City. The queuing analysis determined that 18 intersections are expected to have at least one left-turn movement that exceed available storage without and with the project, including the Prairie City Road intersection with US Highway 50 eastbound ramps. The City acknowledges that fair share contributions may be required to offset traffic impacts associated with the project.

The comment provides general statements regarding potential vehicle miles travelled (VMT) requirements for future development but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. Future projects may be subject to future transportation studies as individual development is proposed. No further response is required.

### Comment A2-3

The commenter states that complete streets should be developed in the Folsom Plan Area and that routes to local schools be visible and contiguous. The commenters requests clarification on if pedestrian facilities in the transit oriented development area are in good condition and if expansions to bicycle and pedestrian facilities will connect to existing trails.

### Response A2-3

As discussed in the Draft SEIR Impact 3.10-1, future development as part of the project would be subject to General Plan goals and policies that promote complete streets and alternative transportation. As included on pages 3.10-3 and 3.10-4 of the Draft SEIR policies included in the General Plan would promote complete streets throughout the City including to the Folsom Plan Area (Policy M 1.1.1), ensure that streets are safe and accessible to people with limited mobility (Policy M 1.1.3), promote intermodal connections including bicycle and pedestrian connections to transit stops (Policy M 1.1.6), require developers to provide a system of sidewalks, trails, and bikeways that link all land uses and provide accessibility to parks, schools, and trail facilities (Policy M 2.1.3), and encourage construction of facilities that ensure children can walk or bike safely to school (Policy 2.1.16). As part of the FPASP, the Folsom Plan Area has been planned for a transportation system that includes complete streets, bike and pedestrian facilities, and transit. For example, there are Class I shared used path and Class II bikeways planned throughout the Folsom Plan Area many of which have already been constructed. A Transit Master Plan was prepared for the Folsom Plan Area in April 2010. The Transit Master Plan identifies a bus route along Alder Creek Parkway that would link the residential areas with the major commercial areas in the Folsom Plan Area and the Hazel Avenue light rail station. It is anticipated that the transit system in the Folsom Plan Area would be developed in phases as development occurs. As concluded on page 3.10-17 of the Draft SEIR the project would not conflict with adopted plans and policies for transit, bicycle, and pedestrian facilities. No further response is required.

**Comment A2-4**

The commenter states that future development as part of the project that would require direct connection with a state route would require coordination with California Department of Transportation (Caltrans) District 3 regarding plan sets and right-of-way.

**Response A2-4**

Regulatory requirements related to Caltrans are provided under Subsection 3.10.1 of Section 3.10, "Transportation," of the Draft SEIR. There is only one remaining planned connection to Highway 50 that would be impacted by the project, the Empire Ranch Interchange. The City is currently coordinating with Caltrans as part of the interchange project and will continue to coordinate with Caltrans and acquire any necessary permits or coverage administered by Caltrans District 3.

The comment provides general statements regarding potential requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

**Comment A2-5**

The commenter states that future development as part of the project may require an encroachment permit and coordination with Caltrans District 3.

**Response A2-5**

Please see response A2-4. The comment provides general statements regarding potential requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

## Letter A3 Sacramento Area Sewer District

Rob Armstrong, Sac Sewer Development Services  
June 4, 2024

### Comment A3-1

The commenter provides introductory remarks and a summary of the project need and description, noting that Sacramento Regional County Sanitation District and the Sacramento Area Sewer District merged into the Sacramento Area Sewer District or SacSewer.

### Response A3-1

The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

### Comment A3-2

The commenter states that the City is responsible for providing local sewer service for the project and SacSewer is responsible for conveying sewage from the City's collection system to the recovery facility for treatment and disposal.

### Response A3-2

The existing SacSewer conveyance system and facilities are described on pages 3.11-13 and 3.11-16 of the Draft SEIR in Section 3.11, "Utilities and Service Systems." The City will coordinate with SacSewer for conveying sewage from the City's collection system to the treatment facility. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

### Comment A3-3

The commenter states that the City will provide interim sewer service for the Folsom Plan Area until sewer flows generated within the Folsom Plan Area reach 1.9 million gallons per day and after minimum flows are reached SacSewer will construct the necessary infrastructure to convey sewer flows.

### Response A3-3

In response to this comment page 3.11-13 the Draft SEIR has been revised as follows:

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

The City will coordinate with SacSewer as development occurs in the Folsom Plan Area. These edits are minor and do not constitute "significant new information" that would require recirculation of the Draft EIR under State CEQA Guidelines Section 15088.5.

### Comment A3-4

The commenter states that SacSewer adopted the Interceptor Sequencing Study in 2013 and that project identified within SacSewer planning documents directly result in growth projections considered by the City. The commenter continues that the City shall notify SacSewer before creating or making changes to City planning documents that affect build-out capacity and should provide design flow information for projects for SacSewer to assess.

### Response A3-4

The City will notify SacSewer prior to making significant changes to buildout that would impact the sewer system and will provide the necessary information to SacSewer to determine system impacts. Impact 3.11-2 of the Draft SEIR includes the technical analysis completed for the project that provides information on the impact to wastewater conveyance that would occur under the project. The comment provides general statements regarding future



requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

**Comment A3-5**

The commenter states the project would result in an additional 1,031 housing units in the College/Broadstone District that would be served by the Iron Point Pump Station and Folsom East interceptor. The commenter continues that SacSewer flow meter data downstream of the Iron Point Pump Station shows peak wet weather flow is higher than the design contemplated. The commenter states that the Iron Point Pump Station is at or near capacity and that future development as part of the project may require improvements to the system. The commenter provides hydrographs of flows from the system as an attachment.

**Response A3-5**

The City will coordinate with SacSewer to evaluate inflow and infiltration within the N40 shed. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

**Comment A3-6**

The commenter states that future SacSewer customers are responsible for rates and fees outlined in the latest SacSewer ordinance and fees recover the capital investment of sewer conveyance and treatment facilities to serve new customers. The commenter continues that sewer services are only guaranteed following proper permits and payment of fees.

**Response A3-6**

Future development as part of the project would be responsible for paying the necessary fees as outlined in the SacSewer ordinance. These fees would assist in funding improvements to the sewer system in the City, as included in Section 3.11 of the Draft SEIR. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

## 2.2.2 Individuals

### Letter I1 Finley

May 15, 2024

#### Comment I1-1

The commenter states that they oppose the project and that there are not sufficient parks, police, school, and other public services to serve the project.

#### Response I1-1

Section 3.9, "Public Services and Recreation" of the Draft SEIR includes an analysis of impacts to park, police, and school facilities with the project. General Plan EIR Impact PSR-1 concluded that increased development from buildout of the General Plan would result in increased demand for governmental facilities, including police and fire protection. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of police and fire facilities were determined to be less than significant in the General Plan EIR. As discussed on page 3.9-10 of the Draft SEIR new development associated with the buildout of the project would be required to pay development fees into the City's General Fund to assist in funding public services, including fire and police protection. Additionally, the FPASP proposes to construct three fire stations and one police service center based on the increased demand for fire and law enforcement protection services to accommodate the influx of new residents and to maintain an adequate level of service. Therefore, the project would not result in new significant impacts or a substantial increase in severity of identified impacts as they relate to police and fire services.

General Plan EIR Impact PSR-1 concluded that increased development from buildout of the General Plan would result in increased demand for school facilities. The increased demand was determined to result in the need for new and expanded schools to serve the anticipated population increase. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of new school facilities were determined to be less than significant in the General Plan EIR. As stated on page 3.9-12 of the Draft SEIR the anticipated increase in student enrollment from the project would require new public school facilities. New school facilities or expansion needed to serve the project would be funded through development under the project. Future applicants would be required to pay all applicable State-mandated school impact fees to the school district at the time of development. Therefore, the project would not result in new significant impacts or a substantial increase in severity of identified impacts as they relate to schools.

General Plan EIR Impact PSR-2 concluded that increased development from buildout of the General Plan would result in increased demand for recreational facilities. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of new park and recreation facilities were determined to be less than significant in the General Plan EIR. As included on page 3.9-13 of the Draft SEIR, there would be sufficient parkland to support project buildout. Additionally, as part of the project, future tentative subdivision and tentative parcel maps under the project would be required to dedicate land or pay an in-lieu fee for the development of neighborhood and community parks, pursuant to Folsom Municipal Code Chapter 16.32 and Chapter 4.10. Therefore, the project would not result in new significant impacts or a substantial increase in severity of identified impacts as they relate to parks and recreation. No changes to the SEIR are required in response to this comment and no further response is required.

**Letter I2 Loretta Hettinger**

May 15, 2024

**Comment I2-1**

The commenter states that they are in support of mixed-use housing closer to jobs to improve traffic and air quality. The commenter continues that housing as part of the project should be restricted for affordability in the undeveloped portions of the Folsom Plan Area.

**Response I1-1**

The project would deed restrict some sites in the Folsom Plan Area for affordable housing. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

**Letter I3 Crystal Gorton**

May 15, 2024

**Comment I3-1**

The commenter states that they do not want to see affordable housing in the City or north of Highway 50.

**Response I3-1**

The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

### 3 REVISIONS TO THE DRAFT SEIR

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

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

#### 3.1 REVISIONS TO EXECUTIVE SUMMARY

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

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

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

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

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

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

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

*Enhanced Exhaust Control Practices*

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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



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

**Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed**  
To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.

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

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

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

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

## 3.2 REVISIONS TO THE PROJECT DESCRIPTION

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

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

**NCR 9: Management of Tribal Cultural Resources**

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

**NCR 10: Confidentiality of Tribal Cultural Resources**

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

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

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

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

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

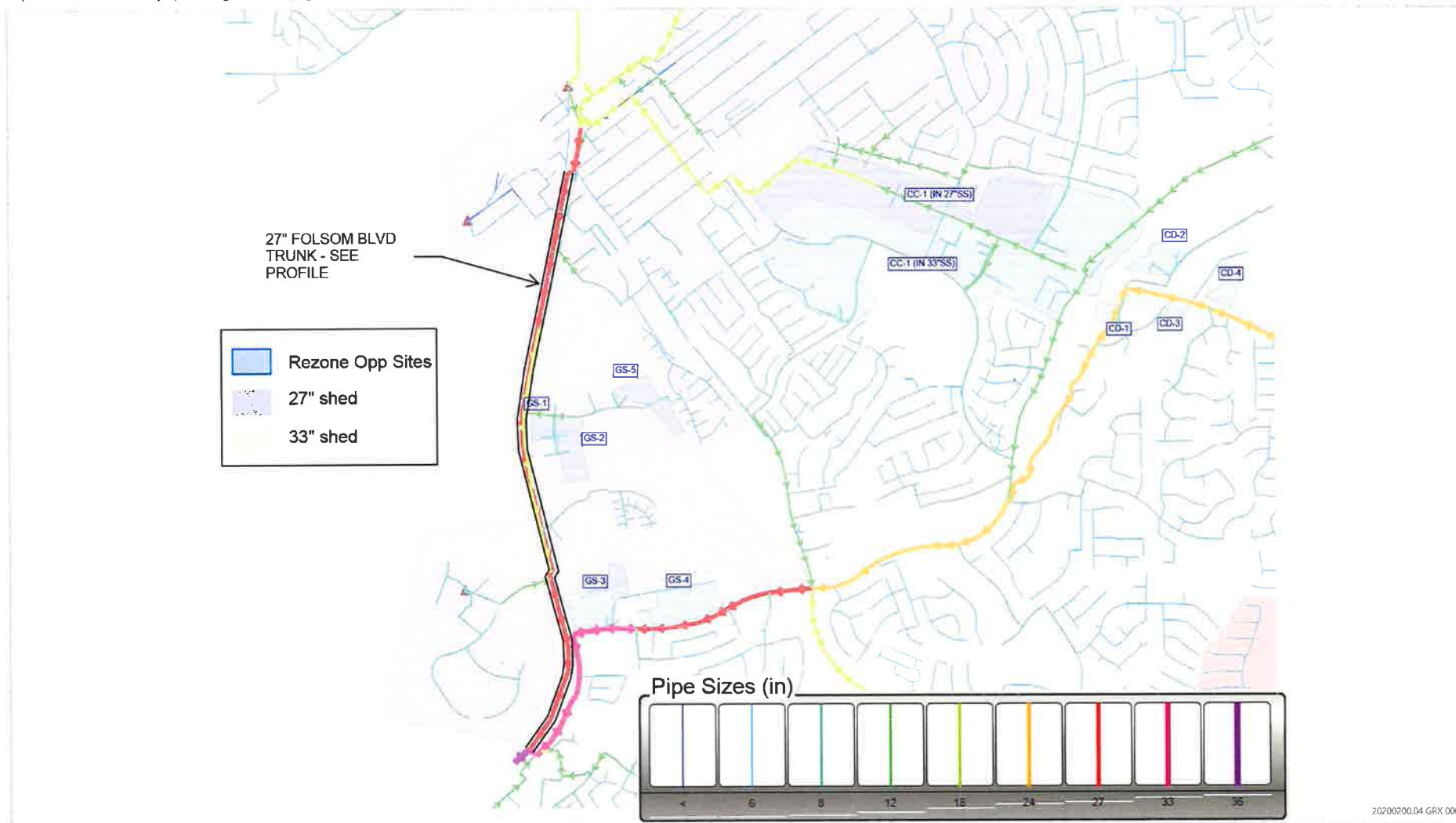
~~Continue to provide accessible, on-demand~~ Provide ADA-paratransit and/or on-demand transportation for the elderly seniors and persons with disabilities.

**M 3.1.7 – Transit to Key Locations**

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

This page intentionally left blank.

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



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

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



### 3.3 REVISIONS TO SECTION 3.1 AESTHETICS

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

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

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

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

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

### 3.4 REVISIONS TO SECTION 3.2 AIR QUALITY

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

#### *Enhanced Exhaust Control Practices*

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

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

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

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

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

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

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

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

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

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



### 3.5 REVISIONS TO SECTION 3.3 CULTURAL AND TRIBAL CULTURAL RESOURCES

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

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

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

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

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

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

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

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

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

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

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

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

#### **Significance after Mitigation**

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

## **3.6 REVISIONS TO SECTION 3.4 ENERGY**

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

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

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

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

## **3.7 REVISIONS TO SECTION 3.7 NOISE AND VIBRATION**

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

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

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

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

### 3.8 REVISIONS TO SECTION 3.9 PUBLIC SERVICES AND RECREATION

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

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

These facilities would be constructed throughout the Folsom Plan Area and would be available to serve the increased need for public services under the project (City of Folsom 2042022).

### 3.9 REVISIONS TO SECTION 3.10 TRANSPORTATION

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

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

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

### 3.10 REVISIONS TO SECTION 3.11 UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

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

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



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

**Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed**  
To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.

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

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

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

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

### 3.11 REVISIONS TO THE CHAPTER 8, REFERENCES

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

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

This page intentionally left blank.



## 4 LIST OF PREPARERS

### 4.1 LEAD AGENCY

#### City of Folsom

Stephanie Henry.....Community Development Department

Desmond Parrington.....Planning Manager

### 4.2 PREPARERS OF THE ENVIRONMENTAL DOCUMENT

#### Ascent

Pat Angell.....Principal

Kari Zajac.....Project Manager

Yingying Cai.....Environmental Planner

Gayiety Lane.....Publications

This page intentionally left blank.

# **Appendix A**

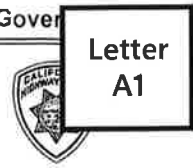
---

**Comment Letters**

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

East Sacramento Area  
11336 Trade Center Drive  
Rancho Cordova, CA 95742  
(916) 464-1450  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)

Letter A1



May 24, 2024

File No.: 260.14970.14970.SCH2023070470

City of Folsom  
50 Natoma Street  
Folsom, CA 95630  
Attention: Stephanie Henry

Dear Ms. Henry:

The California Highway Patrol (CHP), East Sacramento Area office received an environmental impact document for the City of Folsom 2035 General Plan Amendments for Increased Residential Densities project. The CHP East Sacramento Area was asked to evaluate potential traffic safety and congestion issues relative to the proposed project located in various locations within the City of Folsom.

After careful review, it was determined the proposed magnitude of the project would likely place additional strain on existing public safety resources. The area is currently experiencing significant growth, and the addition of over six-thousand residential units would likely impact traffic safety, resulting in extended response times attributable to an increase in call volume and vehicular traffic on US Highway 50, and the surrounding roadways located within unincorporated Sacramento County.



A1-1

Should you have any questions, please contact me or Sergeant Matt Wells at (916) 464-1450.

Sincerely,

B. J. MAYNARD, Lieutenant  
Commander  
East Sacramento Area



# California Department of Transportation



DISTRICT 3  
703 B STREET | MARYSVILLE, CA 95901-5556  
(530) 821-8401  
[www.dot.ca.gov](http://www.dot.ca.gov)

May 28, 2024

GTS# 03-SAC-2017-01740  
SCH# 2023070470

Ms. Desmond Parrington, AICP  
Planning Manager  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

## City of Folsom 2035 General Plan and Folsom Plan Area Amendments for Increased Residential Densities

Dear Ms. Desmond:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The Project Planning area consists of the East Bidwell Mixed-use Corridor, the Glenn and Iron Point transit priority areas, and the Folsom Plan Area. The city adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update the City is required to establish and maintain multi-family and mixed-use land available to meet the target housing demand at all income levels over an eight-year period. The City's Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to low- and very low-income households (collectively referred to as the lower-income RHNA). To create adequate capacity for lowerincome RHNA the 2021-2029 Housing Element includes Program H-2 to strategically increase densities in targeted areas of the City, including the East Bidwell Mixed-Use Overlay, Sacramento Area Council of Governments (SACOG) transit priority areas (Glenn and Iron Point light rail stations), and the Folsom Plan Area. Based on the Draft Environmental Impact Report package provided, Caltrans has the following requests and recommendations:

A2-1

### **Freeway Operations / Forecasting & Modeling**

The Individual projects covered in this GP will require VMT Focused Transportation Impact Studies. Multimodal analysis including bike, pedestrian and mass transit must be included in the studies. Queuing analysis needs to be done to see if the cumulative queuing will exceed the available onramp and offramp storage causing spillback onto the US 50 mainline. Fair share contributions are required to offset traffic impacts.

A2-2

The comments on page 4 of 8 of Appendix D: Retail stores less than 125,000sf should not be exempt if they are part of a larger development else large high VMT generating Regional Malls would be considered locally serving.

### **Complete Streets**

Maintain contiguous pedestrian network across major highway crossings as development continues in the FPASP to allow pedestrians, cyclists, and those using alternative mobility devices easy and safe access to the economic and educational centers on either side of the state highway. Make sure that routes to local schools have high visibility crossings and contiguous sidewalks of sufficient width.

A2-3

Please clarify whether the pedestrian facilities in the transit-oriented development area are in good condition and adhere to ADA standards in order to mitigate first/last mile barriers for prospective transit users and better encourage mode-shift.

Please clarify whether the expansions to the bicycle and pedestrian multi-use trail network connect to the existing trails, particularly those that connect to areas in the wider region such as Downtown Sacramento and El Dorado Hills in order to maintain connectivity and encourage mode shift and active transportation.

### **Right of Way**

Any future development that would require direct connection to our state route will require plans sets outlining our state right of way (ROW). For future planning and ROW record maps please contact District 3 ROW Front Map Counter by contacting: [d3rwmrequest@dot.ca.gov](mailto:d3rwmrequest@dot.ca.gov)

A2-4

### **Encroachment Permit**

Any project along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to:

A2-5



Desmond Parrington, AICP  
May 28, 2024  
Page 3

Hikmat Bsaibess  
California Department of Transportation  
District 3, Office of Permits  
703 B Street  
Marysville, CA 95901

A2-5  
cont.

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Satwinder Dhatt, Local Development Review Coordinator, by phone (530) 821-8261 or via email at [satwinder.dhatt@dot.ca.gov](mailto:satwinder.dhatt@dot.ca.gov).

Sincerely,



GARY ARNOLD, Branch Chief  
Local Development Review and Complete Streets  
Division of Planning, Local Assistance and Sustainability  
California Department of Transportation, District 3



10060 Goethe Road  
Sacramento, CA 95827-3553  
Tel 916.876.6000  
Fax 916.876.6160  
www.sacsewer.com

Letter  
A3

June 4, 2024

Ms. Stephanie Henry  
City of Folsom – Community Development Department  
50 Natoma Street  
Folsom, CA 95630

**Subject: Notice of Availability of a Subsequent Environmental Impact Report for the City of Folsom 2035 General Plan Amendments for Increased Residential Densities**

**File No: SCH# 2023070470**

Dear Ms. Henry,

The Sacramento Area Sewer District (SacSewer) has the following comments regarding the Notice of Availability of a Subsequent Environmental Impact Report for the City of Folsom (City) 2035 General Plan Amendments for Increased Residential Densities (Project).

The City adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update, the City must establish and maintain multi-family and mixed-use land available to meet the target housing demand at all income levels over eight years. The City's Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,046 housing units. To create adequate capacity for lower-income RHNA, the 2021-2029 Housing Element includes Program H-2 to strategically increase densities in targeted areas of the City, including the East Bidwell Mixed-Use Overlay Corridor, transit priority areas (Glenn and Iron Point light rail stations) and the Folsom Plan Area.

A3-1

**Note: Effective January 1, 2024, the Sacramento Regional County Sanitation District and the Sacramento Area Sewer District merged into one district called the Sacramento Area Sewer District, or SacSewer for short.**

The East Bidwell Mixed-Use Corridor extends from Highway 50 to Coloma Street. The Iron Point Station and Glenn Station areas are located along Folsom Boulevard, and the Folsom Plan Area is located south of Highway 50, east of Prairie City Road, north of White Rock Road, and west of the El Dorado County line.

The City is responsible for providing local sewer service to the proposed project site, and SacSewer is responsible for conveying sewage from the City's collection system to the EchoWater Resource Recovery Facility for treatment, resource recovery, and disposal.

A3-2

www.sacsewer.com

**Board of Directors**  
Representing:  
County of Sacramento | City of Citrus Heights  
City of Elk Grove | City of Folsom  
City of Rancho Cordova | City of Sacramento  
City of West Sacramento | County of Yolo

**Christoph Dobson**  
General Manager/District Engineer  
**Rosemary Clark**  
Director of Collection System Operations  
**Glenn Bielefelt**  
Director of EchoWater Operations

**Mike Huot**  
Director of Policy & Planning  
**Matthew Doyle**  
Director of Internal Services

**Masiku Tapa Banda**  
Director of Finance  
**Nicole Coleman**  
Director of Communications

Ms. Stephanie Henry  
SCH# 2023070470  
June 4, 2024  
Page 2

The City will provide interim sewer service for the Folsom Plan Area until sewer flows generated within the Folsom Plan Area reach 1.9 million gallons per day (average dry weather). After minimum flows are reached, SacSewer will construct the necessary infrastructure to convey the ultimate build-out flows.

A3-3

In February 2013, the SacSewer Board of Directors adopted the Interceptor Sequencing Study (ISS). The ISS updated the SacSewer Master Plan 2000. The ISS is on the SacSewer website at [System Capacity Plans - Sacramento Area Sewer District \(sacsewer.com\)](http://www.sacsewer.com).

A3-4

SacSewer is not a land-use authority. Projects identified within SacSewer planning documents directly result from growth projections and potential growth inducements that the City considers. The City shall notify SacSewer before creating or making changes to the City planning documents that significantly affect build-out capacity. The project proponent will provide design flow generation information from the Project for SacSewer to assess the impact on the interceptor system.

The Central Commercial District, Iron Point Station, Glenn Station, and Creekside District will flow to the SacSewer Folsom East Interceptor. The College/Broadstone District densification is proposed to increase by 1,031 Equivalent Single-Family Dwelling Units (ESDs). The College/Broadstone District will be served by both the Iron Point Pump Station (N40) and Folsom East interceptor.

SacSewer flow meter data immediately downstream of N40 and Supervisory Control and Data Acquisition for N40 shows peak wet weather flow (PWWF), caused by inflow and infiltration within the City's upstream collection system, is significantly higher than the design contemplated. During storm events in the last couple of years, N40 was at, or near, its design capacity. Without reducing inflow and infiltration within the N40 shed, entitlements located in the College/Broadstone District may require projects to be constructed with improvements to store and meter flow into the collection system. The attached report includes hydrographs of flows to N40 during these PWWF events.

A3-5

Customers receiving service from SacSewer are responsible for rates and fees outlined within the latest SacSewer ordinance. Fees for connecting to the sewer system recover the capital investment of sewer conveyance and treatment facilities that serve new customers. SacSewer only guarantees sewer service or system capacity to the property once the property obtains proper permits to connect to the system and pays all facility impact fees. The SacSewer ordinance is on the SacSewer website at [Ordinances - Sacramento Area Sewer District \(sacsewer.com\)](http://www.sacsewer.com).

A3-6

If you have any questions regarding these comments, please call me at (916) 876-6104.

Sincerely,

*Robb Armstrong*




Robb Armstrong  
SacSewer Development Services

Attachments: SacSewer N40 Iron Point Pump Station Flow Data Report

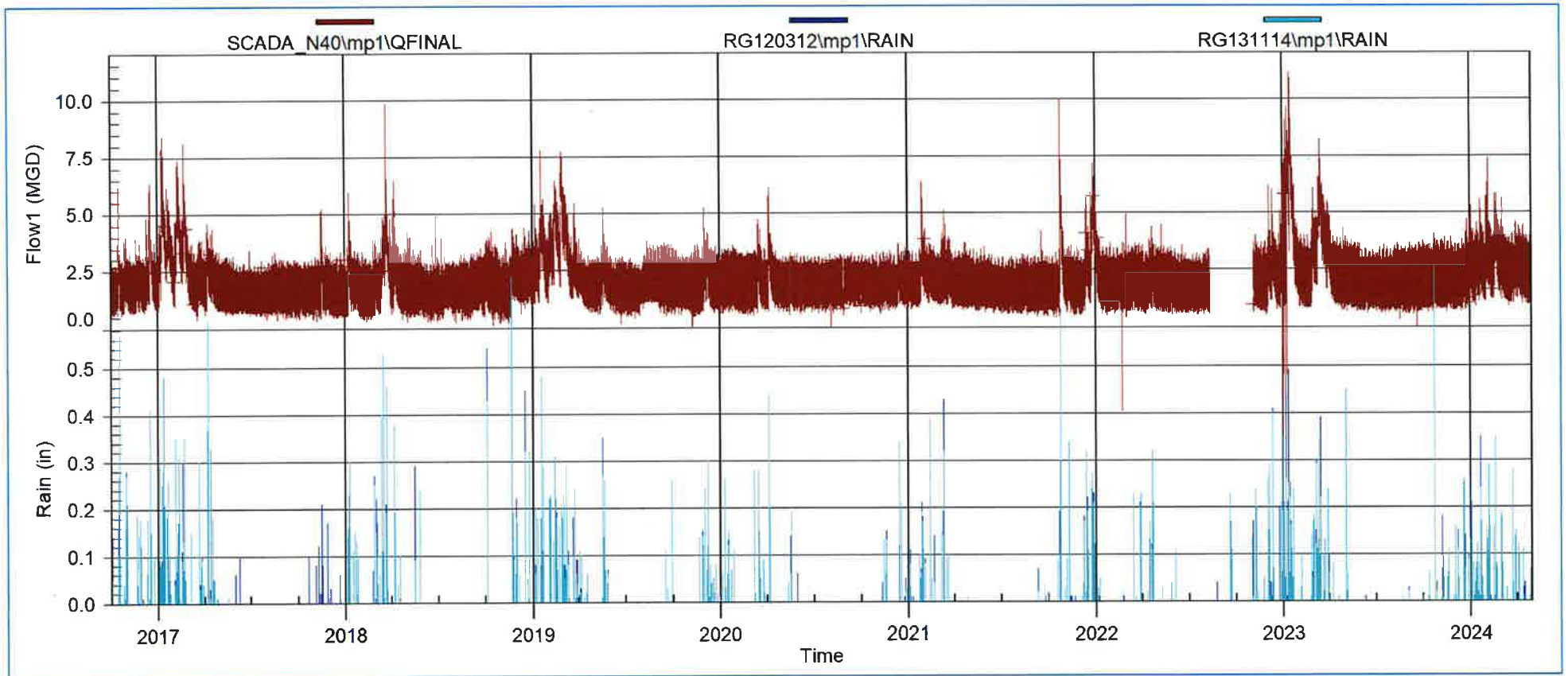
# SacSewer N40 Iron Point Pump Station Flow Data



The following graphs use the color keys shown below.

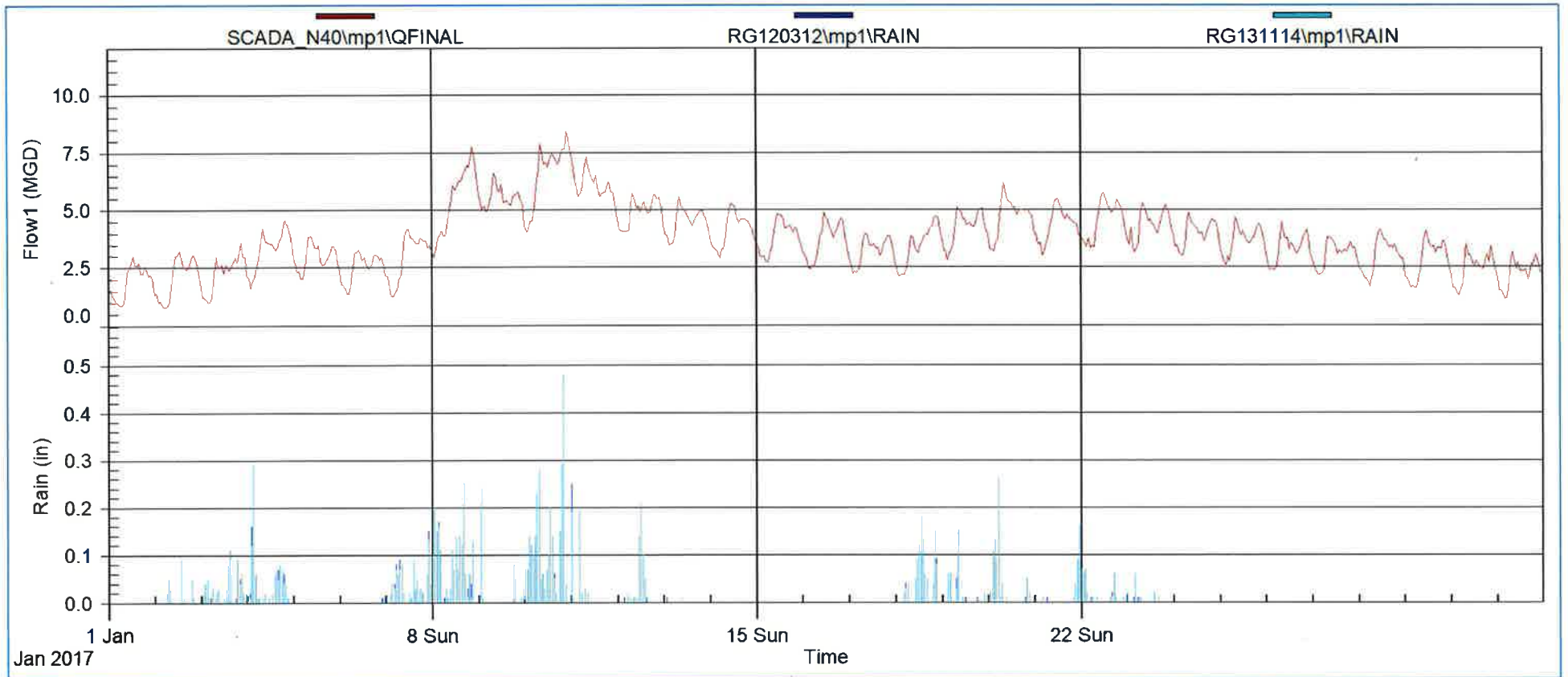
<b>N40 Flow Hydrograph</b>	<b>Rain Gauge Hyetograph</b>
 SCADA_N40\mp1\QFINAL	 RG120312\mp1\RAIN  RG131114\mp1\RAIN

# N40 Hourly Flow Data (Years 2016 - 2024)

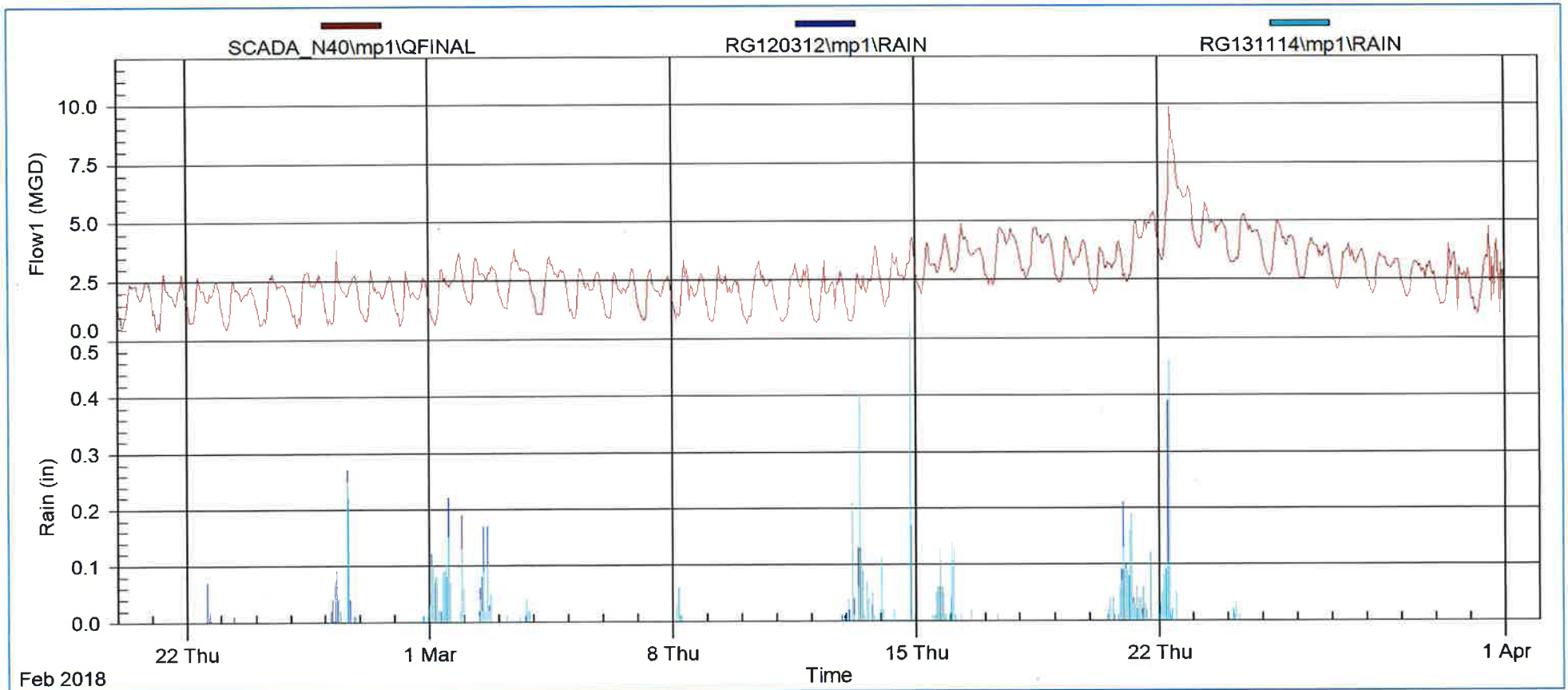




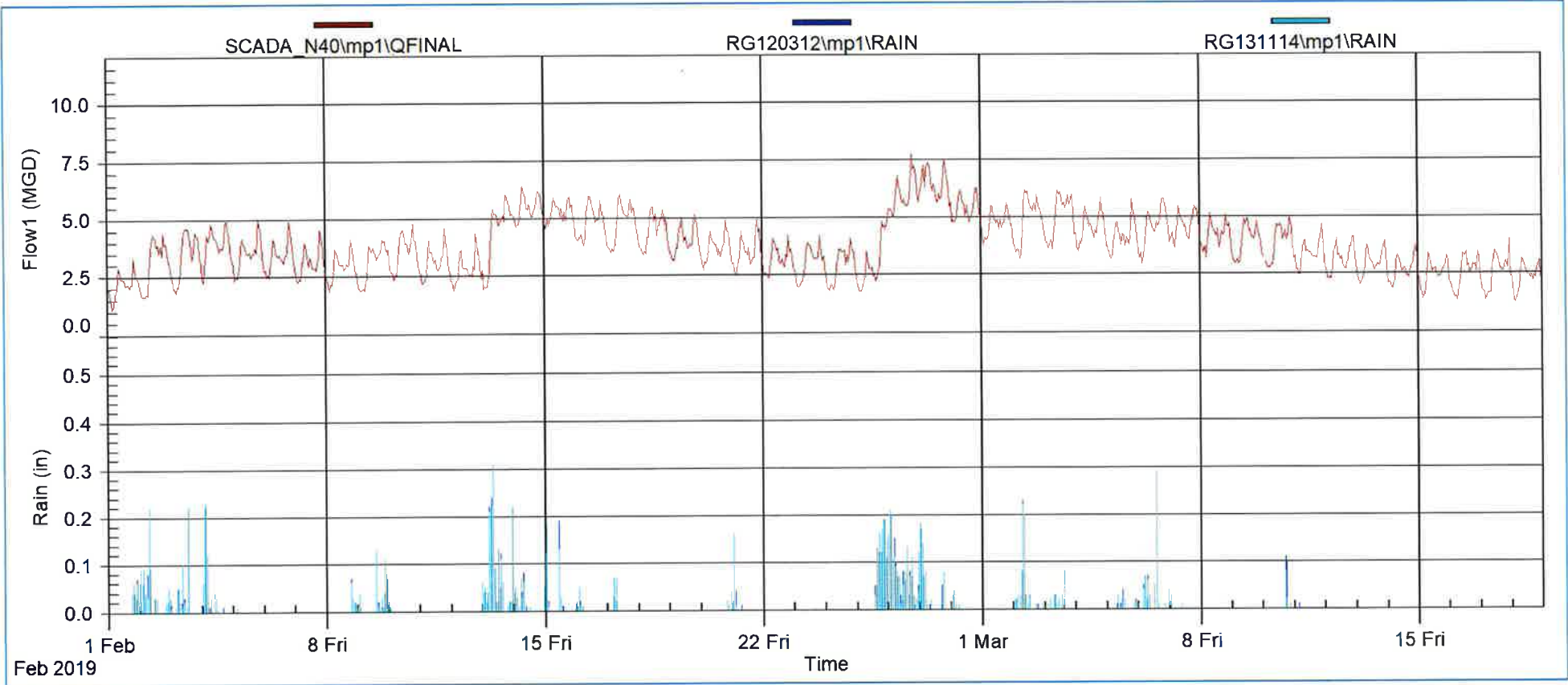
**N40 Hourly Flow Data**  
**(January 2017 wet weather flows)**



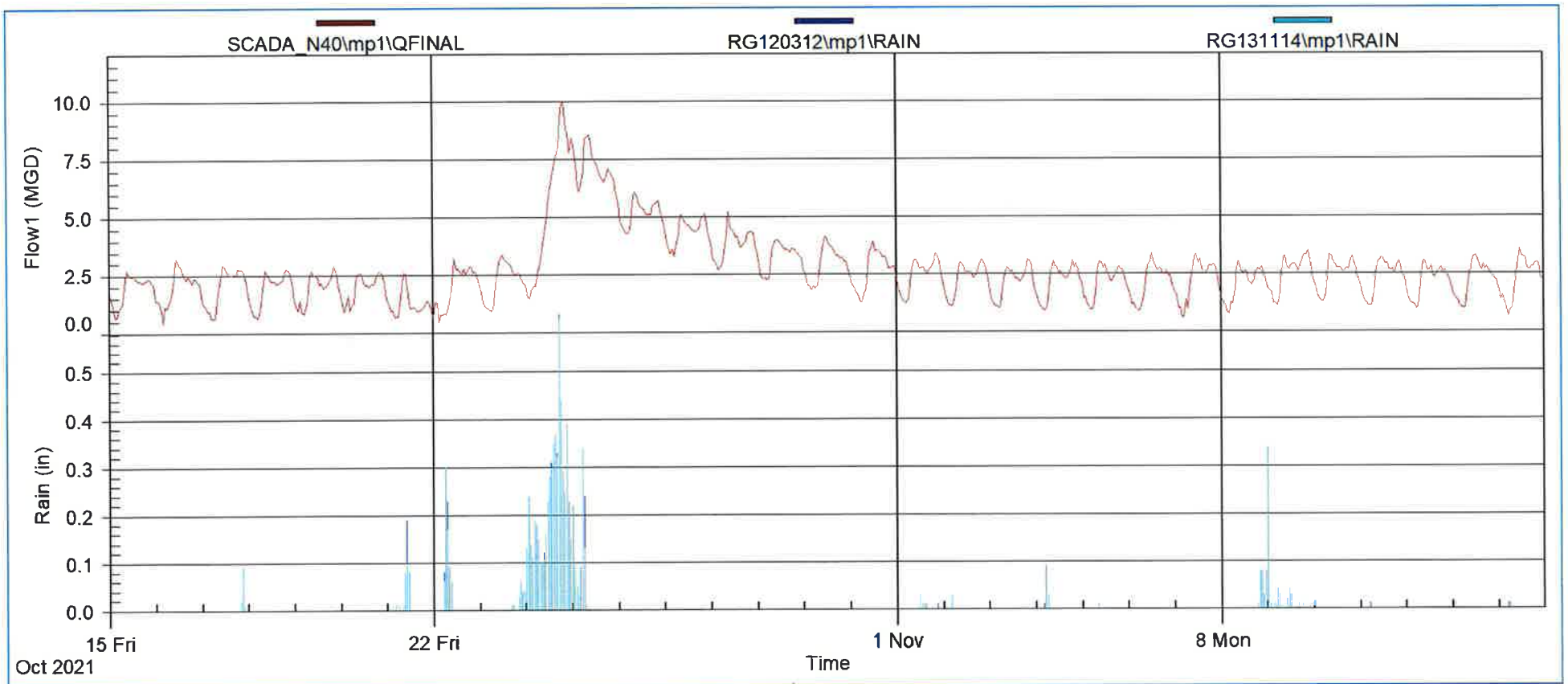
**N40 Hourly Flow Data**  
**(March 2018 wet weather flows)**



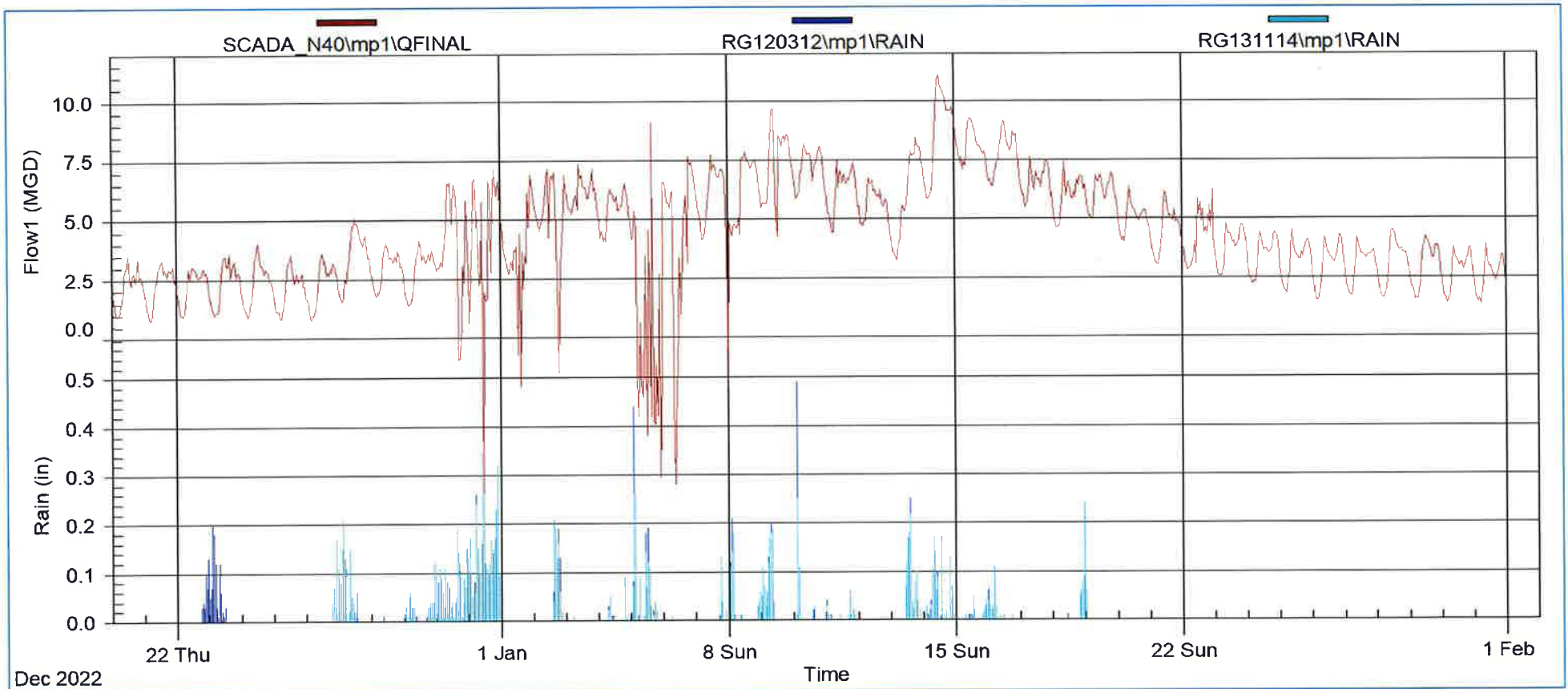
**N40 Hourly Flow Data**  
**(February 2019 wet weather flows)**



## N40 Hourly Flow Data (October 2021 wet weather flows)



**N40 Hourly Flow Data**  
**(January 2023 wet weather flows)**



**From:** V D <[cbnfinley@gmail.com](mailto:cbnfinley@gmail.com)>  
**Sent:** Wednesday, May 15, 2024 5:38 PM  
**To:** Desmond Parrington <[dparrington@folsom.ca.us](mailto:dparrington@folsom.ca.us)>  
**Subject:** I oppose rezoning areas south of 50 for high density housing

Microsoft Word You don't often get email from [cbnfinley@gmail.com](mailto:cbnfinley@gmail.com). [Learn why this is important](#)  
**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.

As a resident of south of 50 development, I strongly oppose the proposed rezoning which will add more high density multi family homes in the area.

Current residents do not have adequate parks, police, school and other critical infrastructure and adding more residents without first adding more infrastructure is a recipe for disaster.

Please reinforce efforts to add more parks especially to the areas like White Rock Ranch and Russel Ranch areas where there are no parks or other infrastructure proposed in the near future.

WE NEED PARKS, POLICE, SCHOOLS and other critical infrastructure soon.

Thank you for listening.

11-1



-----Original Message-----

From: Loretta Hettinger <[loretta@shaunv.com](mailto:loretta@shaunv.com)>

Sent: Wednesday, May 15, 2024 10:25 PM

To: Desmond Parrington <[dparrington@folsom.ca.us](mailto:dparrington@folsom.ca.us)>; Stephanie Henry <[shenry@folsom.ca.us](mailto:shenry@folsom.ca.us)>

Subject: Proposed changes to General Plan, Folsom Plan Specific Plan, and Transit Overlay

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.

Since I'm not available to participate in the community meeting regarding these proposals, here are my comments in support.

Single-purpose zoning is no longer particularly relevant to today. The concept of mixed uses has served the great cities of the world very well, and it can serve Folsom also. As a community we will all benefit from matching housing to jobs, notably improvement to traffic congestion and air quality. Besides the goal of matching housing to jobs, Vice Mayor has articulated very well that UC Davis's concept of matching housing to healthcare is a good idea for Folsom. It should also be included as a General Plan goal.

The benchmark for any projects to be built under these proposed concepts needs to be how well they uphold Folsom's quality standards. That doesn't automatically mean expensive. It does mean giving careful attention to livability aspects like design for versatility of spaces, security and walkability, not all the bells and whistles.

Folsom's planners are fully aware how hard it is to assure affordability of housing units, due to the fact that many people want to live here. Unless we want to continually experience the specter of state intervention due to shortages of affordable housing, any affordable units created under these policies need to have enforceable guardrails that prevent speculative conversion to market-rate.

Perhaps now is a good time to consider adding affordability restrictions to the multifamily-zoned land in the Folsom Plan Specific Plan area that is undeveloped.

Perhaps now is also a good time to discuss the recommendations made for Folsom by the Urban Land Institute. The ULI professionals who evaluated the East Bidwell Corridor recommend taller buildings for the western area of the corridor. A tall building with a restaurant on top would become a destination spot, with amazing views of the Historic District, the lakes, the Sierra, downtown Sacramento, even Mt. Diablo, another way for Folsom to be distinctive. Housing affordable to restaurant and retail employees could be located on lower floors.

Planning staff have shown great sensitivity in finding paths to more housing without disrupting neighborhoods, and I hope the community will support these concepts.

**Desmond Parrington**

Letter  
13

**From:** Crystal Gorton <write2me@msn.com>  
**Sent:** Wednesday, May 15, 2024 3:42 PM  
**To:** Pam Johns; Desmond Parrington; Stephanie Henry; Elaine Andersen

**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.

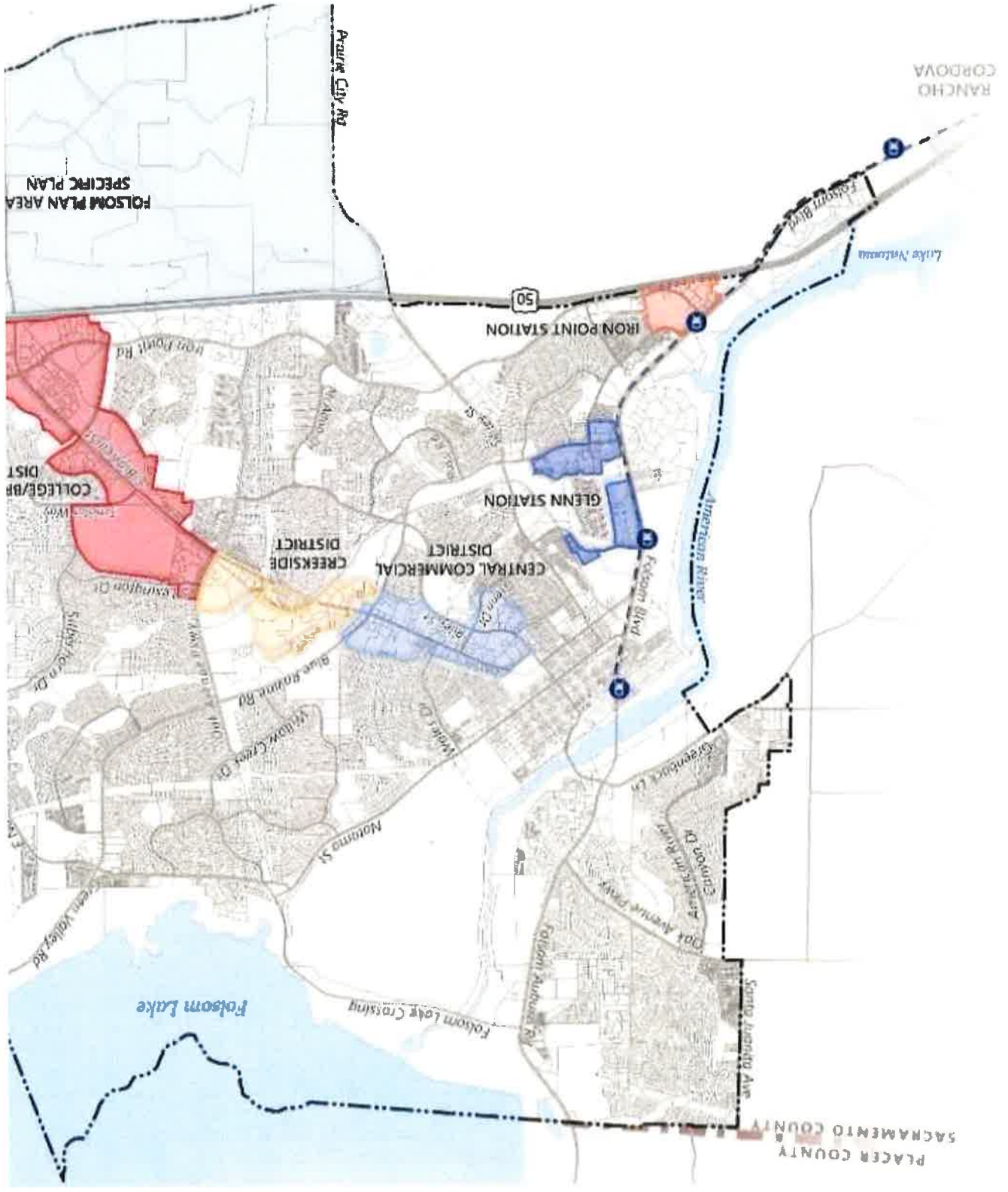
How many low-income and Section 8 apartments can you cram into north of 50? **North of 50 is running out of room!!!!**

And stop sugar-coating your words. Call a spade a spade. These are low-income Section 8, and they're all in the north, along Bidwell. Why? Because you purposefully chose to do a closed-door meeting with Liz Ekstedt, the Chamber and other problematic nonprofits.

There needs to be an audit done on the City's practices.

**South of 50 is WIDE OPEN!!!!!!**

13-1



## **Exhibit 1b**

Draft Subsequent Final Environmental Impact Report for the City of Folsom 2035  
General Plan Amendments for Increased Residential Capacity Project  
**(On file with the Community Development Department and available online at:  
[www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy))**

## **Exhibit 2**

City of Folsom 2035 General Plan Amendments for Increased Residential  
Capacity Project

Findings and Facts in Support of Findings

# City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

## Findings and Facts in Support of Findings

State Clearinghouse No. 2023070470

City of Folsom

July 2024



# TABLE OF CONTENTS

	LIST OF ABBREVIATIONS .....	ii
1	INTRODUCTION .....	1
2	PROJECT DESCRIPTION .....	2
	2.1 Background .....	2
	2.2 Location .....	2
	2.3 Project Overview.....	2
	2.4 City Objectives in Preparing the 2035 General Plan Amendments .....	3
	2.5 Discretionary Approvals .....	4
3	ENVIRONMENTAL REVIEW PROCESS.....	5
4	FINDINGS REQUIRED UNDER CEQA.....	7
5	RELATIONSHIP WITH FINDINGS MADE ASSOCIATED WITH CITY OF FOLSOM 2035 GENERAL PLAN EIR AND ADOPTION OF THE GENERAL PLAN .....	9
6	FINDINGS REGARDING IMPACTS THAT ARE SIGNIFICANT .....	10
	6.1 Section 3.1: Aesthetics .....	10
	6.2 Section 3.2: Air Quality .....	13
	6.3 Section 3.3a: Cultural Resources .....	18
	6.4 Section 3.3b: Tribal Cultural Resources.....	20
	6.5 Section 3.4: Energy .....	21
	6.6 Section 3.5: Greenhouse Gas Emissions and Climate Change .....	23
	6.7 Section 3.6: Land Use and Planning.....	24
	6.8 Section 3.7: Noise and Vibration.....	24
	6.9 Population and Housing .....	28
	6.10 Public Services .....	29
	6.11 Transportation .....	31
	6.12 Utilities and Service Systems .....	33
	6.13 Chapter 4: Cumulative Impacts .....	35
7	FINDINGS REGARDING ALTERNATIVES .....	50
	7.1 Alternatives Considered but Rejected in the SEIR .....	50
	7.2 Alternatives considered in the SEIR.....	50

## LIST OF ABBREVIATIONS

AB	Assembly Bill
AFY	acre-feet per year
BAAQMD	Bay Area Air Quality Management District
CALGreen	California Green Building Standards Code
CEQA	California Environmental Quality Act
CO	carbon monoxide
EIR	environmental impact report
EIS	environmental impact study
FAR	floor area ratio
Findings	Statement of Findings of Fact
FMC	Folsom Municipal Code
FPASP	Folsom Plan Area Specific Plan
FTA	Federal Transit Administration
General Plan EIR	City of Folsom 2035 General Plan Update Final EIR
HVAC	heating, ventilation, and air conditioning
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
NOx	nitrogen oxides
project	City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gas
SACOG	Sacramento Council of Governments
SB	Senate Bill
SEIR	Subsequent EIR
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
TOD	transit-oriented development
UAIC	United Auburn Indian Community
VMT	vehicle miles traveled

# 1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code Section 21000, et seq. and the State CEQA Guidelines, 14 Cal. Code Regs. Section 15000, et seq. (the "Guidelines") provide that no public agency shall approve or carry out a project for which an environmental impact report has been certified that identifies one or more significant effects on the environment caused by the project unless the public agency makes one or more of the following findings:

- ▶ Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effects identified in the environmental impact report (EIR).
- ▶ Such changes or alterations are within the responsibility of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- ▶ Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR.<sup>1</sup>

Pursuant to the requirements of CEQA, the City Council of the City of Folsom hereby makes the following environmental findings in connection with the proposed City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project), as more fully described in the Draft Subsequent EIR (SEIR) dated April 2024, SCH No. 2023070470. These findings are based upon written and oral evidence included in the record of these proceedings, comments on the Draft SEIR and the written responses thereto, and reports presented to the Planning Commission and City Council by City staff and the City's environmental consultant.

---

<sup>1</sup> Cal. Pub. Res. Code § 21081; 14 Cal. Code Regs. § 15091.

---

## 2 PROJECT DESCRIPTION

### 2.1 BACKGROUND

The City adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update the City is required to establish and maintain sufficient multi-family and mixed-use land available to meet the target housing demand at all income levels over an eight-year period. The City's Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to low- and very low-income households (collectively referred to as the lower-income RHNA). If the City approves a project on a site designated in the Housing Element for the development of lower- or moderate-income housing at a lower residential density or a different income level than identified in the Housing Element sites inventory, the City must make findings that the remaining sites in the inventory have sufficient capacity to satisfy the unmet RHNA or identify replacement sites available to meet the unmet RHNA. This is a requirement of state law and is commonly referred to as the "no net loss" requirement. The City's 2021-2029 Housing Element identified sufficient sites to meet the City's RHNA for all income categories, with a surplus capacity of 490 lower-income units. Given the recent development trends in Folsom, additional capacity is needed to provide the City with a buffer to maintain the lower-income sites inventory as new developments are approved throughout the planning period.

Program H-2 of the 2021-2029 Housing Element directs the City to strategically increase residential densities in the East Bidwell Mixed Use Overlay, the Sacramento Council of Governments (SACOG) Transit Priority Areas (Glenn and Iron Point light rail stations), and the Folsom Plan Area Specific Plan (FPASP) Town Center to address the no net loss requirements.

### 2.2 LOCATION

The project planning area consists of the East Bidwell Mixed-use Corridor, the Glenn and Iron Point Transit Priority Areas, and the Folsom Plan Area. The East Bidwell Mixed-use Corridor extends from Highway 50 to Coloma Street. The corridor includes a mixed-use overlay designation that is comprised of the Central Commercial District, Creekside District, and College/Broadstone District. The two transit priority areas (Iron Point Station area and Glenn Station area) are located along Folsom Boulevard and provide a connection to Sacramento Regional Transit Light Rail. The Folsom Plan Area is the City's newest community and is located on approximately 3,500 acres south of Highway 50, east of Prairie City Road, North of White Rock Road, and west of the El Dorado County Line in the City of Folsom.

The FPASP was approved by the City Council in 2011 along with a joint EIR/EIS that was certified for City adoption of the FPASP (State Clearinghouse No. 2008092051). The FPASP covers the area within the City limits south of Highway 50 (Folsom Plan Area) and is a comprehensive planned community that will include a mix of residential neighborhoods, office and retail development, a mixed-use town center, and over 1,000 acres of open spaces and trails to serve a variety of needs in the community.

### 2.3 PROJECT OVERVIEW

To implement Program H-2 of the 2012-2029 Housing Element and increase opportunities for mixed-use and multi-family high density development to support low and moderate-income housing capacity in the City, the project includes amendments to the City's General Plan. Amendments would include increasing the minimum density and maximum floor area ratio (FAR) standards for the East Bidwell Corridor Mixed-Use Overlay designation, and establishing a new Transit-Oriented Development Overlay for the areas surrounding Iron Point and Glenn Stations. Factoring in existing development capacity, the net new capacity in these areas of the City would be approximately 4,164 housing units over the current General Plan.

The project would also result in the potential for an additional 1,882 residential units beyond what is currently allowed in the Folsom Plan Area. To account for increased residential development the project would reduce 251,266 square feet of non-residential development capacity in the Folsom Plan Area. General Plan land use amendments and FPASP amendments would include:

- ▶ Amend the land use and specific plan designations for Site 2 (10.52 acres) (“Site” refers to a proposed property for rezone) from industrial/office park to multi-family high density to allow for development of up to 400 multi-family housing units.
- ▶ Amend the land use and specific plan designations of Site 15 (13.22 acres) from community commercial to multi-family high density to allow for up to 320 multi-family housing units.
- ▶ Amend the land use and specific plan designations for Site 233 (11.54 acres) from general commercial to mixed-use to allow for development of up to 250 multi-family housing units.
- ▶ Amend the land use and specific plan designations for Site 76 (13.22 acres) from multi-family low density to multi-family medium density to allow for up to 230 multi-family housing units.
- ▶ Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
- ▶ Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0.
- ▶ Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to 6 stories (70 feet) for architectural features such as corner elements.
- ▶ Increase the number of dwelling units allocated to nine additional multi-family designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.
- ▶ Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a target of 890 deed-restricted affordable housing units to help meet the City’s lower income RHNA.

In addition, the project would amend the General Plan Mobility Chapter to include “roundabout prioritization” polices. These policies would require that consideration of future traffic controls should first determine whether roundabout traffic control is feasible, beneficial, and cost effective before considering alternative traffic controls, such as signalization or turn restrictions. Additionally, these policies address modifications to existing traffic controls, which would allow an existing traffic control to become a roundabout. Finally, the project also proposes several new General Plan Implementation Measures related to noise, mobility, and tribal cultural resources, among others.

## 2.4 CITY OBJECTIVES IN PREPARING THE 2035 GENERAL PLAN AMENDMENTS

The primary objectives for the project are as follows:

- ▶ Ensure a buffer to maintain low- and moderate-income housing sites sufficient to meet the City’s RHNA requirements;
- ▶ Implement 2021-2029 Housing Element Program H-2 to facilitate development and increase opportunities for mixed-use and multi-family high density development in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District, and the Folsom Plan Area Specific Plan Town Center;
- ▶ Establish a new Transit Oriented Development overlay designation; and
- ▶ Provide zoning and land use designations and development standards for low- and moderate-income housing sites.

---

## 2.5 DISCRETIONARY APPROVALS

The following summary of actions would occur as part of this project:

- ▶ Certification of the SEIR prepared for the project.
- ▶ Adoption of General Plan and FPASP land use amendments to accomplish the following:
  - Increase minimum density and maximum FAR standards for the East Bidwell Mixed-Use Overlay.
  - Establish a new Transit-Oriented Development Overlay designation and associated development standards.
  - Increase opportunities for multi-family high density development.
  - Increase the residential development capacity of specified sites in the Folsom Plan Area.
  - Increase the number of sites in the Folsom Plan Area for mixed-use and multi-family high density housing.
  - Increase minimum density and maximum FAR standards for the Folsom Plan Area Town Center Overlay.
  - Inclusion of the "roundabout prioritization" policies in the General Plan Mobility Chapter.
- ▶ Adoption of new Zoning Code provisions to accomplish the following:
  - Establish a new East Bidwell Mixed Use Overlay designation in the Zoning Code and associated objective development standards.
  - Establish a new Transit Oriented Development Overlay designation and associated objective development standards.



### 3 ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15082 of the State CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of a SEIR on July 24, 2023. It was submitted to the California State Clearinghouse and distributed to interested and affected federal, state, and local agencies; interested parties; and organizations. The NOP was circulated for 30 days, from July 24, 2023 through August 23, 2023. A public scoping meeting was held on August 17, 2023 to provide the opportunity to comment on the scope of the SEIR. Concerns raised in response to the NOP were considered during preparation of the Draft SEIR. The NOP and all comments received on the NOP are presented in Appendix A of the Draft SEIR.

Assembly Bill 52 (Chapter 532, Statutes 2014) requires public agencies to consult with tribes during the CEQA process. A request was made to the California Native American Heritage Commission for a list of applicable tribes, and a notice to three tribes was circulated on July 11, 2023. Anna M. Starkey, United Auburn Indian Community (UAIC), responded on July 31, 2023, to engage in consultation with the City about the project. On August 1, 2023, UAIC and the City had a virtual meeting in which they discussed project specifics and tribal involvement in the project. Some documentation such as previous environmental documents and project related information was requested by UAIC, which the City provided on August 17, 2023. On October 13, 2023, the City contacted UAIC to determine if there was any additional input from the tribe about the project so that the environmental document could be finalized. As part of ongoing discussions with the tribe the City added two new implementation measures to the General Plan to address tribal cultural resources. Consultation has since been concluded as of July 5, 2024.

The Draft SEIR includes an analysis of the following issue areas:

- ▶ Aesthetics;
- ▶ Air Quality;
- ▶ Cultural and Tribal Cultural Resources;
- ▶ Energy;
- ▶ Greenhouse Gas Emissions and Climate Change;
- ▶ Land Use;
- ▶ Noise and Vibration;
- ▶ Population and Housing;
- ▶ Public Services and Recreation;
- ▶ Transportation; and
- ▶ Utilities and Service Systems.

In addition, the Draft SEIR includes an analysis in Chapter 3.0 determining that the project would not result in significant environmental impacts on the resources identified below:

- ▶ Agriculture and Forestry Resources;
- ▶ Biological Resources;
- ▶ Geology and Soils;
- ▶ Hazards and Hazardous Materials;
- ▶ Hydrology and Water Quality;
- ▶ Mineral Resources; and
- ▶ Wildfire.

---

The City published the Draft SEIR for public and agency review on April 22, 2024. A 45-day public review period was provided, ending on June 6, 2024.

The Final SEIR was released in July 2024. The Final SEIR includes comments received on the Draft SEIR; responses to these comments; and revisions to the Draft SEIR, as necessary, in response to these comments or to amplify or clarify material in the Draft SEIR. The Draft and Final SEIR were made available for public review on the internet at [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy).

CEQA Guidelines Section 15088.5 provides the criteria that a lead agency is to consider when deciding whether it is required to recirculate an EIR. Recirculation is required when "significant new information" is added to the EIR after public notice of the availability of the Draft EIR is given, but before certification. (CEQA Guidelines, Section 15088.5(a).) "Significant new information," as defined in State CEQA Guidelines Section 15088.5(a), means information added to an EIR that changes the EIR so as to deprive the public of a meaningful opportunity to comment on a "substantial adverse environmental effect" or a "feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

Recirculation is not required where "the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR." (CEQA Guidelines, Section 15088.5(b).) Recirculation also is not required simply because new information is added to the EIR — indeed, new information is oftentimes added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies.

In this legal context, the City of Folsom City Council finds that recirculation of the Draft SEIR prior to certification is not required. In addition to providing responses to comments, the Final SEIR includes revisions to expand upon information presented in the Draft SEIR; explain or enhance the evidentiary basis for the Draft SEIR's findings; update information; and to make clarifications, amplifications, updates, or helpful revisions to the Draft SEIR. The Final SEIR's revisions, clarifications and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact.

In summary, the Final SEIR demonstrates that the project will not result in any new significant impacts or increase the severity of a significant impact, as compared to the analysis presented in the Draft SEIR. The changes reflected in the Final SEIR also do not indicate that meaningful public review of the Draft SEIR was precluded in the first instance. Accordingly, recirculation of the SEIR is not required as revisions to the SEIR are not significant as defined in Section 15088.5 of the State CEQA Guidelines.

## 4 FINDINGS REQUIRED UNDER CEQA

This statement of Findings of Fact (Findings) addresses the environmental effects associated with the General Plan Amendments for Increased Residential Capacity (project). These Findings are made pursuant to CEQA under Sections 21081, 21081.5, and 21081.6 of the Public Resources Code and Sections 15091 and 15093 of the CEQA Guidelines, Title 14, Cal. Code Regs. 15000, et seq (CEQA Guidelines). The potentially significant impacts were identified in the Final SEIR that includes the Draft SEIR.

Public Resources Code Section 21081 and Section 15091 of the CEQA Guidelines require that the lead agency prepare written findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. The City is the lead agency responsible for preparation of the EIR in compliance with CEQA and the CEQA Guidelines. Section 15091 of the CEQA Guidelines states, in part, that:

- a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  - 1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
  - 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
  - 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with Public Resource Code Section 21081 and Section 15093 of the CEQA Guidelines, whenever significant impacts cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations, pursuant to the CEQA Guidelines.

Section 15093 of the State CEQA Guidelines state that:

- a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The Final SEIR for the project identified potentially significant effects that could result from project implementation. However, the City finds that the inclusion of mitigation measures as part of the project approval will reduce all of those effects to less than significant levels.

---

In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings as part of its certification of the Final SEIR for the project. Pursuant to Section 21082.1(c)(3) of the Public Resources Code, the City of Folsom City Council also finds that the Final SEIR reflects the City Council's independent judgment as the lead agency for the project. As required by CEQA, the City, in adopting these Findings, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the project. The City finds that the MMRP, which is incorporated by reference and made a part of these Findings, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

## 5 RELATIONSHIP WITH FINDINGS MADE ASSOCIATED WITH CITY OF FOLSOM 2035 GENERAL PLAN EIR AND ADOPTION OF THE GENERAL PLAN

The City certified the City of Folsom 2035 General Plan Update Final EIR (General Plan EIR) and adopted the General Plan in August 2018. This action included the adoption of the Folsom General Plan EIR CEQA Findings and Statement of Overriding Considerations that addressed significant impacts identified in the General Plan EIR. The General Plan was amended in August 2021 for the Housing Element Update. This action did not include adoption of a CEQA Findings and Statement of Overriding Considerations as no new significant impacts were identified as part of the Folsom Housing Element Update Project.

A portion of the project is located in FPASP south of Highway 50. The City adopted the FPASP and certified the Final EIR/Environmental Impact Study (EIS) (FPASP EIR/EIS) in June 2011. This action included the adoption of the FPASP EIR/EIS CEQA Findings and Statement of Overriding Considerations that addressed significant impacts identified for the Folsom Plan Area. The 2035 General Plan and its EIR incorporated the FPASP and its policies and impact analysis.

The project would replace existing land uses and policy provisions of the General Plan. The Final SEIR identified that the project would not have environmental effects that would result in a substantial increase in severity of significant environmental impacts identified in the General Plan EIR pursuant to State CEQA Guidelines Section 15162 as disclosed in these Findings.

The City Council readopts the City of Folsom 2035 General Plan Update Final EIR CEQA Findings and Statement of Overriding Considerations for impacts where the Final SEIR did not identify any new significant environment effects or a substantial increase in severity of environmental effects disclosed in the General Plan EIR. The Folsom General Plan Update CEQA Findings and Statement of Overriding Considerations and the FPASP Project CEQA Findings and Statement of Overriding Considerations are incorporated by reference herein by this reference. They are on file and available from the City Clerk.

## 6 FINDINGS REGARDING IMPACTS THAT ARE SIGNIFICANT

This section identifies those impacts where the Final SEIR did not identify any new significant environmental effects or a substantial increase in severity of environmental effects disclosed in the General Plan EIR. This section also identifies those potentially significant impacts that would be reduced to a less-than-significant impact through implementation of mitigation measures.

### 6.1 SECTION 3.1: AESTHETICS

#### Impact 3.1-1: Damage to Scenic Resources within a Scenic Corridor

The proposed project would result in increased density and taller residential uses and mixed-use development in the East Bidwell Mixed Use Overlay, the new transit-orientated development (TOD) overlay designation, and Folsom Plan Area. Implementation of the proposed project would result in intensified development in the proposed rezone sites south of Highway 50 that could result in denser and taller development on sites. Denser and taller development would substantially degrade the existing views and the quality of the public views of the Folsom Plan Area from the County-designated scenic corridor, Scott Road. The project would not result in a new or substantially more severe impact than was addressed in the General Plan EIR and the FPASP EIR/EIS. Project impacts would be less than significant.

### FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

#### Mitigation Measures

No additional mitigation is required.

### FACTS IN SUPPORT OF FINDINGS

The FMC identifies specific scenic corridors within the city and regulates signage along these routes to minimize additional visual impact. Blue Ravine Road, East Bidwell Street (from Blue Ravine Road east to the city limits), and Folsom Boulevard are designated scenic corridors in the city. Future development in the East Bidwell Mixed Used Overlay and TOD Overlay would result in increased minimum density, maximum FAR standards, and building height, which could occur in the vicinity of the City designated scenic corridors. Future development would have a building height limit of up to four stories or 50 feet (35 feet near single family residential and 60 feet for corner elements only) in the East Bidwell Mixed Used Overlay and a building height limit of up to five stories or up to 60 feet (70 feet for corner elements only) in the new TOD Overlay. Future development would be required to comply with FMC Chapter 17.59 regarding placement of signage to protect views from scenic corridors, which requires approval from the Planning Director for signs visible from a scenic corridor.

Furthermore, future development in the East Bidwell Mixed Used Overlay and the new TOD overlay would generally improve the visual quality of the affected areas by developing vacant, underutilized, or aging properties and creating a more unified visual experience consistent with the surrounding development. Scott Road south of White Rock Road is a County-designated scenic corridor. The proposed rezone sites 11, 15, and 16 in the Folsom Plan Area are visible from the intersection of Scott Road and White Rock Road. Views of the Folsom Plan Area from Scott Road consist of grasslands on rolling hills and scattered oak trees. Development identified in the FPASP would change the existing grassland and oak woodlands to urban land uses. Similar to the findings of the FPASP EIR/EIS, development as part of the project in the Folsom Plan Area would add to the alteration of existing views and the quality of the public views from Scott Road. However, these sites were planned for development and analyzed as such in the FPASP EIR/EIS. The



proposed project would result in denser development on these sites than previously proposed. Impacts would continue to degrade the scenic corridor along Scott Road. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR (Draft SEIR, pages 3.1-6 and 3.1-7).

### **Impact 3.1-2: Substantially Degrade the Existing Visual character or Quality of Public Views**

The project would result in higher density residential uses and mixed-use development in the East Bidwell Mixed Use Overlay, the Glenn Station TOD overlay area, the Iron Point Station TOD overlay area, and Folsom Plan Area. The project would result in development that is similar in character to what was previously evaluated in the General Plan EIR. The project would be subject to the City's General Plan policies, City's Design Guidelines, FPASP Community Design Guidelines, and City Municipal Code requirements that address design compatibility and visual character. However, similar to the findings of the FPASP EIR/EIS future development under the project would substantially change the existing visual character and quality of public views of the Folsom Plan Area from grasslands on rolling hills and narrow valley and oak woodlands to urban land uses. The project, however, would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would be less than significant.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required beyond compliance with FMC Chapters 17.06, 17.23, and 17.59.040 and implementation of FPASP EIR/EIS adopted Mitigation Measures 3A.1-1 and 3A.1-4.

## **FACTS IN SUPPORT OF FINDINGS**

Implementation of the project would result in increased minimum density, and maximum FAR standards for the East Bidwell Mixed Use Overlay and establish a new TOD overlay designation for the areas surrounding Iron Point and Glenn Light Rail Stations. Future development would have a building height limit of 50 feet (35 feet near single family residential and 60 feet for corner elements only) in the East Bidwell Mixed Used Overlay and a building height limit of 60 feet (70 feet for corner elements only) in the new TOD overlay designation. The project would also include amendments to the FPASP to increase residential development on the proposed rezone sites within the Folsom Plan Area. Development would occur in the same footprint as analyzed in the General Plan EIR. Implementation of the project would result in the development of higher density residential uses on currently vacant or underutilized parcels within the city that are currently and/or are planned for urban land uses.

Future development in the East Bidwell Mixed Use Overlay and the new TOD overlay designation under the project would be infill development intended to increase the visual quality of the affected areas, create a more unified visual experience, and fill in vacant and undesirable visual areas with new development. Future development in the East Bidwell Mixed Use Overlay and the new TOD overlay would be regulated by FMC Chapter 17.06 (Design Review) and City of Folsom Multifamily Design Guidelines as well as possibly the Folsom Objective Design and Development Standards (if approved by the City Council) to ensure design compatibility with surrounding development. Chapter 17.23 of the Municipal Code requires consideration of public views in design details within the mixed-use zones in the city. Chapter 17.59.040 of the Municipal Code regulates the appearance and lighting of signs that are visible from a City-designed scenic corridors.

Development in the Folsom Plan Area would be required to implement FPASP Mitigation Measures 3A.1-1 and 3A.1-4 to minimize impacts related to visual degradation by maintaining a landscaped corridor adjacent to Highway 50 and locating construction staging areas and material away from sensitive land uses. While uses may intensify within the Folsom Plan Area, only in the Town Center Overlay Zone would the height restrictions increase from a maximum of

50 feet to a maximum of 60 feet with allowances for up to 70 feet for architectural features such as corner elements. Development as part of the project within the Folsom Plan Area would be subject to FPASP requirements to maintain 30 percent open space to preserve existing scenic qualities. There is no new significant effect, and the impact is not more severe than the impacts identified in the existing General Plan EIR (Draft SEIR, pages 3.1-7 through 3.1-9).

### **Impact 3.1-3: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality**

Future development associated with the project would be subject to FMC Chapters 17.06 and 17.23, City of Folsom Multifamily Design Guidelines, and FPASP Community Design Guidelines to address design compatibility with surrounding development. Additionally, development under the project would be subject to Chapter 17.59.040 of FMC to address the appearance and lighting of signs that are visible from a City-designed scenic corridors. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality. The project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would be less than significant.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required beyond compliance with FMC Chapters 17.06, 17.23, and Chapter 17.59.040.

## **FACTS IN SUPPORT OF FINDINGS**

Future development associated with the project would comply with the FMC Chapter 17.06, which establishes procedures and provides regulations for the design review process for development within the city, Chapter 17.23, which provides design standards for mixed-use zone within the city, and Chapter 17.59.040, which provides regulations for the placement of signage in scenic corridors within the city. Because future development associated with the project would be subject to these regulations, the project would not conflict with applicable zoning and other regulations governing scenic quality (Draft SEIR, pages 3.1-9 and 3.1-10).

### **Impact 3.1-4: Create a New Source of Substantial Light or Glare**

Future development associated with the project would result in light and glare impacts similar to those anticipated for the planned urban land uses as part of the General Plan. The project would be subject to the City's General Plan policies, Municipal Code, and applicable design guidelines that address lighting and glare. Development of the Folsom Plan Area south of Highway 50 has resulted in and is creating additional sources of light and glare, which were evaluated in the FPASP EIR/EIS. Since this project does not increase the footprint of development beyond that in the FPASP no new sources of light and glare would be created apart from the building height increase in the Town Center Overlay Zone. Therefore, the project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

## Mitigation Measures

No additional mitigation is required beyond compliance with California Building Code building standards; FMC Chapters 17.59.040, 17.23, and 17.06; General Plan Policy NCR 2.1.3; Implementation Program NCR-6; and implementation of FPASP adopted Mitigation Measure 3A.1-5.

## FACTS IN SUPPORT OF FINDINGS

Future development would increase the amount of light and glare through the installation of exterior lighting and reflective window glazing within the project planning area similar to the conditions anticipated for the planned urban land uses for the City under the General Plan. Consistent with the General Plan EIR, compliance with the following would reduce and minimize light and glare impacts:

- ▶ California Building Code building standards, which require minimizing light pollution and nighttime glare;
- ▶ City's Municipal Code Chapter 17.59.040 (Signage in Scenic Corridors), which identifies designated scenic corridors within the city and includes special provisions for the placement and lighting of signage in scenic corridors;
- ▶ City's Municipal Code Chapter 17.23 (MU, Mixed Use Zones), which provides design standards for mixed-use zones, including lighting;
- ▶ lighting recommendations contained in the City's Multifamily Development Design Guidelines and the FPASP Community Design Guidelines;
- ▶ General Plan Policy NCR 2.1.3, which require lighting to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glares; and
- ▶ General Plan Implementation Program NCR-6, which requires shielding or screening lighting fixtures, prohibiting the use of unusually high intensity light fixtures, and using appropriate building materials (e.g., low-glare glass, low-glare building glaze, and neutral, earth-toned colored paint and roofing materials). Any future development in the Folsom Plan Area would be required to implement FPASP Mitigation Measure 3A.1-5 to reduce significant impacts associated with new sources of light and glare through compliance with lighting standards and implementation of a lighting plan. In addition, Chapter 17.06 (Design Review) of the City's Municipal Code requires submittal of site plans (e.g., lighting, architectural, and landscaping plans) for design review approval. The design review process for future development as part of the project would ensure that the location, design, intensity of all exterior lighting, and use of low-glare building material would reduce effects to day or nighttime views due to new sources of substantial light and glare in the area. However, even with compliance with General Plan policies, FPASP mitigation, and the FMC, additional lighting and glare from implementation of project buildout would remain significant. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR (Draft SEIR, pages 3.1-10 through 3.1-12).

## 6.2 SECTION 3.2: AIR QUALITY

### Impact 3.2-1: Increase in Construction-Related Emissions of Criteria Air Pollutants and Precursors Associated with the Project

The project would result in an increase of 6,046 additional residential units and a reduction of 251,266 square feet of commercial and industrial land uses in Folsom. The project would not generate construction emissions of any criteria air pollutants or precursors (reactive organic gas [ROG] and nitrogen oxides [NOx]), that would exceed SMAQMD's daily mass emissions thresholds of significance. In addition, future development under the project would be required to adhere to Rule 403 overseen by the Sacramento Metropolitan Air Quality Management District (SMAQMD), in accordance with General Plan Policy NCR 3.2.6. Development within FPASP would be subject to Mitigation Measures 3A.2-1a and 3A.2-1c from the FPASP EIR/EIS. Therefore, the project would not introduce a new or substantially more

severe impact than what was identified in the General Plan EIR. Construction-related emissions of criteria air pollutants and ozone precursors would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No new mitigation is required beyond compliance with General Plan Policy NCR 3.2.6 and implementation of adopted FPASP EIR/EIS adopted Mitigation Measures 3A.2-1a and 3A.2-1c.

## FACTS IN SUPPORT OF FINDINGS

General Plan Policy NCR 3.2.6 requires coordination with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce air pollution from both construction and operations, if not already provided for through project design. In accordance with General Plan policy NCR 3.2.6, future development under the project would be required to comply with SMAQMD Rule 403 that requires implementation of dust control measures to reduce fugitive dust emissions. In addition, projects within the Folsom Plan Area would be required to comply with FPASP EIR/EIS Mitigation Measures 3A.2-1a and 3A.2-1c, which require implementation of Basic Construction Emission Control Practices and require conducting a project level analysis to disclose PM<sub>10</sub> emissions. Compliance with existing regulations and implementation of FPASP EIR/EIS mitigation measures would ensure that impacts would be less than significant (Draft SEIR, pages 3.2-12 through 3.2-16).

### Impact 3.2-2 Increase in Operational Emissions of Criteria Air Pollutants and Precursors Associated with the Project that Could Contribute to a Violation of Air Quality Standards

The project would result in increased residential development, a reduction in commercial and industrial land uses, and would not propose any new stationary sources of pollution in the project planning area. Although the project would generate greater mass emissions than the land uses in the 2035 General Plan EIR, the project would be more efficient on a per person basis, thus the project would not introduce a new or substantially more severe impact than what was identified in the 2035 General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with General Plan Policy NCR 3.1.5 and implementation of FPASP EIR/EIR adopted Mitigation Measures 3A.2-2.

## FACTS IN SUPPORT OF FINDINGS

Based on the modeling conducted for the project, implementation of the 2035 General Plan and project would similarly result in criteria pollutant emissions that would exceed SMAQMD thresholds of 65 lb/day of ROG and NO<sub>x</sub>, 80 lb/day and 14.6 tpy of PM<sub>10</sub>, and 82 lb/day and 15 tpy of PM<sub>2.5</sub>. However, the project would accommodate an additional 15,418 persons in the project planning area, an increase from 38,908 to 54,326 (40 percent increase) as compared to 2035 General Plan projections. While the project would increase emissions overall, as shown in Table 3.2-7 of the SEIR (page 3.2-18). Buildout of the General Plan with the project would result in a decrease in per capita emissions as compared to the 2035 General Plan, as shown in Table 3.2-8 of the SEIR (page 3.2-19). Therefore, while

the project would exceed thresholds for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> similar to the 2035 General Plan EIR, the emissions per capita would decrease for each pollutant. In addition, development facilitated by the project would comply with General Plan Policy NCR 3.1.5, which requires an individual development project that would exceed the SMAQMD operational thresholds to incorporate design or operational features that result in at least a 15 percent reduction in emissions.

The project would include amendments to the FPASP to increase residential development on the proposed rezone sites within the Folsom Plan Area. Development in the Folsom Plan Area would result in increased emissions in the project planning area. Therefore, development within the Folsom Plan Area would be subject to FPASP EIR/EIS Mitigation Measure 3A.2-2 that requires implementation of measures contained in the Air Quality Mitigation Plan prepared for the FPASP EIR/EIS to reduce operational air pollutant emissions. Because the project would be more efficient on a per capita basis, the project would not introduce a new or substantially more severe impact than what was identified in the 2035 General Plan EIR (Draft SEIR, pages 3.2-16 through 3.2-21).

### **Impact 3.2-3: Consistency with Air Quality Planning Efforts**

Based on the region's existing air quality and attainment status, air quality plans have been prepared to document how the region would achieve attainment of standards for nonattainment pollutants. The project would increase population at a greater rate than vehicle miles traveled (VMT) in Folsom. Therefore, similar to the 2035 General Plan EIR, the project would be consistent with SMAQMD's Ozone Attainment Plan and the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required beyond compliance with SMAQMD's Ozone Attainment Plan and the MTP/SCS.

## **FACTS IN SUPPORT OF FINDINGS**

SMAQMD's Ozone Attainment Plan and MTP/SCS are the regional air quality plans in effect for the City of Folsom. The SMAQMD CEQA Guidelines recommend an assessment of the rate of increase of VMT and population for plan level analysis, such as the project, for determining consistency with SMAQMD's Ozone Attainment Plan and MTP/SCS. If VMT per service population were to decrease as a result of the project implementation, the project would be determined to be consistent with the overall intent of the SMAQMD's Ozone Attainment Plan and MTP/SCS. As shown in Table 3.10-2 of the SEIR (page 3.10-16), implementation of the project would have a reduced VMT per capita of approximately 6.62 when incorporating the trip generation rate reduction and trip distance reduction associated with low-income units. Therefore, implementation of the project would reduce VMT per capita in the project planning area and the project would be consistent with SMAQMD's Ozone Attainment Plan and MTP/SCS. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR (Draft SEIR, pages 3.2-21 and 3.2-22).

### **Impact 3.2-4: Increase in Local Mobile-Source Emissions of Carbon Monoxide**

Impact AQ-4 of the 2035 General Plan EIR concluded that buildout of the 2035 General Plan would not be expected to substantially contribute to emission concentrations that would exceed the ambient air quality standards and as a result, Impact AQ-4 was determined to be less than significant. The project would not substantially increase traffic volumes to a level that would result in a carbon monoxide (CO) hotspot. Therefore, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR, and this impact will remain less than significant.



## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

SMAQMD has updated its CEQA guide and screening criteria since the release of the General Plan EIR. SMAQMD no longer has a recommended screening criteria for assessing the potential of a CO hotspot; however, other air districts, such as the Bay Area Air Quality Management District (BAAQMD), have numerical screening criteria available. Based on the transportation analysis prepared for the project, the project would result in a maximum of 1,100 new trips per day at any one intersection, thus the project would not introduce new vehicle trips to an intersection meeting the BAAQMD threshold of 44,000 vehicles per hour. Additionally, the project would include a "roundabout prioritization" policy that will assist in reducing vehicular delays and idling near traffic lights, help improve flow of traffic, and improve air quality as a result. A CO hotspot would not result from the project. Moreover, CO emissions have historically decreased due to the advent of catalytic converters and progressively more stringent fuel economy standards. Therefore, the impacts would be less than significant (Draft SEIR, pages 3.2-22 through 3.2-24).

### Impact 3.2-5: Increase in Health Risks Associated with Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants

Development under the project would occur over 12 years, making the construction schedule more compact as compared to the General Plan EIR and possibly generating a higher rate of emissions for a shorter period of time. However, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with SMAQMD best management practices and General Plan Policies NCR 3.1.3, NCR 3.2.7, and LU 6.1.3; and implementation of FPASP EIR/EIS adopted Mitigation Measure 3A.2-4a.

## FACTS IN SUPPORT OF FINDINGS

Development under the project is assumed to occur over 12 instead of 18 years, while reducing the square footage of commercial and industrial land uses and increasing the residential units in the project planning area. As in the General Plan EIR, no stationary sources in the project planning area would generate substantial TACs that could create a significant impact that would affect nearby existing and future sensitive receptors. With the decreased acreage of commercial land use, no major stationary sources would be added that could generate substantial toxic air contaminant (TAC) emissions.

As discussed in Impact 3.2-5 of the SEIR (pages 3.2-24 and 3.2-25), California Air Resources Board (CARB) recommends avoiding siting new sensitive land uses within 500 feet from a freeway or high-volume roadway. Highway 50 is classified as a high-volume freeway with over 100,000 vehicle trips a day. Site 60 in the Folsom Plan Area is located within 500 feet of Highway 50 and is designed for residential development in the FPASP. The project would increase the residential



development capacity on Site 60, but does not include new sensitive land uses within 500 feet of Highway 50. Therefore, the project would not conflict with CARB's direction in its 2005 Land Use Handbook.

Implementation of SMAQMD best management practices would result in the reduction of diesel PM exhaust emissions in addition to criteria air pollutant emissions, particularly the measures to minimize engine idling time and maintain construction equipment in proper working condition and according to manufacturer's specifications. Additionally, development under the project would be subject to the Enhanced Exhaust Control Practices for off-road construction equipment, which reduce particulate exhaust emissions by 45 percent and regulate the opacity of exhaust from all off-road diesel-powered equipment. Development within the Folsom Plan Area would be required to adhere to FPASP EIR/EIS Mitigation Measure 3A.2-4a to reduce construction TACs. Implementation of these measures would further reduce TACs in the Folsom Plan Area.

The project would be consistent with 2035 General Plan Policies NCR 3.1.3 to reduce the VMT in the project planning area through encouraging other forms of transit such as walking, biking and public transportation; NCR 3.2.7 to reduce construction-generated TAC emissions by requiring reduced-emissions equipment, replacing older engines, and implementing idling-reduction techniques; and LU 6.1.3 to support development of high-density residential units, which would reduce VMT and trip lengths and increase efficiency in each residential unit resulting in reduced operational-generated TAC emissions. Compliance with each of these policies would reduce TAC emissions in the project planning area.

Because the buildout of the project would occur next to existing and future sensitive receptors, it cannot be assured that construction-generated TAC emissions could be reduced to less-than-significant levels for all development as part of the project. Thus, the project would be subject to mitigation measures from the General Plan EIR and FPASP EIR/EIS. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR (Draft SEIR, pages 3.2-24 and 3.2-25).

### **Impact 3.2-6: Increase in Exposure of Sensitive Receptors to Emissions of Odors**

Implementation of the project could result in the exposure of sensitive receptors to emissions of objectionable odors. While the project would not result in major sources of odors, odorous emissions from construction equipment throughout buildout of the project could result in odor impacts. Since the project is not introducing any new stationary sources of odor and construction would occur in the same areas as under the General Plan, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required beyond the implementation of FPASP adopted Mitigation Measures 3A.2-1a and 3A.2-1f.

## **FACTS IN SUPPORT OF FINDINGS**

The project does not include any uses identified by SMAQMD as being associated with odors. The project would not result in a source of operational odors adversely affecting a substantial number of people. The project would reduce commercial and industrial land uses and thus result in less of an odor impact as compared to the General Plan EIR. The project would not introduce a new or substantially more severe operational odor impact than what was identified in the General Plan EIR.

Odorous emissions from construction equipment throughout buildout of the General Plan could affect a substantial number of people. The project planning area is in a residential area, and as more construction is completed, more

people will be living in the project planning area. Over the 12-year buildout of the project, with residencies within the project planning area, many people could be exposed to odor impacts. As stated in the General Plan EIR, it is infeasible to allow new development near existing developments and not have the possibility of odorous emissions that would impact nearby receptors, thus the project would be subject to mitigation measures from the 2035 General Plan EIR in the project planning area. For example, future development within the Folsom Plan Area would implement Mitigation Measure 3A.2-1a to include measure to control air pollutant emissions generated by construction activities and Mitigation Measure 3A.2-1f to implement SMAQMD's Enhanced Exhaust Control Practices during construction. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR (Draft SEIR, pages 3.2-25 through 3.2-27).

## 6.3 SECTION 3.3A: CULTURAL RESOURCES

### Impact 3.3-1 Cause a Substantial Adverse Change in the Significance of a Historical Resource

The 2035 General Plan EIR Impact CUL-1 determined that implementation of the 2035 General Plan could result in impacts to historical resources and identified that impacts to historical resources would be significant and unavoidable. Similarly, Impact 3A.5-1 of the FPASP EIR/EIS determined that implementation of the FPASP could result in impacts to historical resources and identified that even with implementation of Mitigation Measures 3A.5-1b, effects would remain significant and unavoidable. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with existing federal and state regulations, and General Plan Policies NCR 1.1.4, NCR 5.1.1, NCR 5.1.2, NCR 5.1.4, and NCR 5.1.5; and implementation of FPASP EIR/EIR adopted Mitigation Measure 3A.5-1b.

## FACTS IN SUPPORT OF FINDINGS

Future development would be subject to federal (National Historic Preservation Act), state (PRC Section 21000 et. Seq. and California Historical Building Code), and local regulations (General Plan Policies) designed to protect cultural resources. General Plan Policy NCR 1.1.4 encourages new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants. General Plan Policy NCR 5.1.1 requires historic buildings and sites to be preserved or incorporated into the design of new development, whenever feasible. General Plan Policy NCR 5.1.2 requires the maintenance of an inventory of prehistoric and historic resources, including structures and sites, which would minimize the chance that a historic resource would unknowingly be adversely impacted. General Plan Policy NCR 5.1.4 requires compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, which includes carrying out project-level cultural resources surveys, evaluations of significance, determinations of impact, and development of appropriate preservation or mitigation measure. General Plan Policy NCR 5.1.5 encourages obtaining Federal, State, and private funding and incentives for maintaining and rehabilitating historic buildings and sites, which would preserve existing resources.

Future development within the Folsom Plan Area would implement Mitigation Measure 3A.5-1b to perform an inventory and evaluation of cultural resources for the California Register of Historic Places and perform treatment where damage

or destruction cannot be avoided. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project (Draft SEIR, pages 3.3-16 through 3.3-19).

### **Impact 3.3-2 Cause a Substantial Adverse Change in the Significance of an Archaeological Resource**

The General Plan EIR Impact CUL-2 determined that implementation of the 2035 General Plan could result in significant impacts to archaeological resources and identified that even with implementation of Mitigation Measure CUL-2 (General Plan Implementation Program NCR 7), effects would remain significant and unavoidable. Similarly, Impacts 3A.5-1 and 3A.5-2 determined that implementation of the FPASP could also result in impacts to archaeological resources and identified that even with implementation of Mitigation Measures 3.5A-1b and 3A.5-2 effects would remain significant and unavoidable. Future development associated with project could be located on parcels that contain known or unknown archaeological resources and ground-disturbing activities could result in discovery or damage of yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR or the FPASP EIR/EIS.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required beyond compliance with state and local regulations and implementation of the FPASP EIR/EIS adopted Mitigation Measures 3A.5-1b and 3A.5-2.

## **FACTS IN SUPPORT OF FINDINGS**

Future development would be subject to state regulation (PRC Section 21000 et. Seq) that requires local agencies to determine whether projects may have a significant effect on archaeological and historical resources, City regulations (Standard Construction Specifications and Details, General Provisions, Article 11. Cultural Resources) that require contractors to stop work upon the discovery of unknown cultural or historic resources. An archaeologist must then be retained to evaluate the significance of the resource to establish mitigation requirements. General Plan Polices NCR 5.1.2 through NCR 5.1.4 require the maintenance of an inventory of prehistoric and historic resources, call for the nomination of additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources, and require compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, respectively.

Future development within the Folsom Plan Area would implement Mitigation Measure 3A.5-1b to perform an inventory and evaluation of cultural resources for the California Register of Historic Places and perform treatment where damage or destruction cannot be avoided and Mitigation Measure 3A.5-2 to conduct construction personnel education, conduct on-site monitoring if required, and stop work if cultural resources are discovered. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR (Draft SEIR, pages 3.3-19 through 3.3-21).

### **Impact 3.3-4: Disturb Human Remains**

Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 would reduce impacts to a less-than-significant level. Although much of the area north of Highway 50 is built out, the potential for un-marked human interments still exists in Folsom and the surrounding area. Ground-disturbing

construction activities associated with implementation of the project could uncover previously unknown human remains. Development would be subject to the same state and local regulations as development under the General Plan EIR. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the 2035 General Plan EIR. Impacts would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 and implementation of FPASP EIR/EIS adopted Mitigation Measure 3.A5-3.

## FACTS IN SUPPORT OF FINDINGS

The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097. These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the appropriate County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, Native American Heritage Commission (NAHC) shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant (MLD), and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in Public Resources Code Section 5097.94.

In addition, development within the Folsom Plan Area would be subject to FPASP EIR/EIS Mitigation Measure 3A.5-3 to suspend ground disturbing activities if human remains are encountered and comply with California Health and Safety Code procedures. Therefore, compliance with existing regulations and implementation of FPASP EIR/EIS mitigation measure would ensure that impacts would be less than significant (Draft SEIR, pages 3.3-23 through 3.3-26).

## 6.4 SECTION 3.3B: TRIBAL CULTURAL RESOURCES

### Impact 3.3-3 Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

General Plan EIR Impact TCR-1 determined that implementation of the 2035 General Plan could result in significant impacts to archaeological resources and identified that there are no feasible available mitigations that would reduce this impact to a less than significant level, and effects would remain significant and unavoidable. Future development associated with this project could be located on properties that contain known or unknown tribal cultural resources which could result in damage to or destruction of these resources. However, development within the City and Folsom Plan Area would not occur on any sites beyond those already analyzed in the General Plan EIR and FPASP EIR/EIS. Since potential for impacts to tribal cultural resources remain, the project impacts would be significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.



## Mitigation Measures

No additional mitigation is required beyond compliance with state and local regulations and implementation of the new General Plan Implementation Measure NCR 9 and FPASP EIR/EIS adopted Mitigation Measures 3A.5-1a, 3A.5-2, and 3A.5-3.

## FACTS IN SUPPORT OF FINDINGS

Future development would be subject to state regulations (Senate Bill [SB] 18 and Assembly Bill [AB] 52). SB 18 requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan, or when dedicating open space that contains Native American cultural places. AB 52 requires local and state governments to consult with California Native American tribes as part of CEQA review. City regulations (Standard Construction Specifications and Details, General Provisions, Article 11. Cultural Resources) requires contractors to stop work upon the discovery of unknown cultural or historic resources. An archaeologist must then be retained to evaluate the significance of the resource to establish mitigation requirements. General Plan Policy NCR 1.1.4 encourages new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants. General Plan Policy NCR 5.1.2 through NCR 5.1.4 require the maintenance of an inventory of prehistoric and historic resources, call for the nomination of additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources, and require compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, respectively. Additionally, General Plan Implementation Policy NCR 9 would require management of tribal cultural resources through suspension of work in the vicinity of a tribal cultural resource find, notification of the appropriate oversight agency and Tribal Historic Preservation Officer, and appropriate treatment (Final SEIR Section 4). General Plan Implementation Policy NCR 10 would require that tribal cultural resources be kept confidential and not be disclosed in public documents, etc. (Final SEIR Section 4).

Mitigation Measure 3A.5-2 to conduct construction personnel education, conduct on-site monitoring if required, and stop work if cultural resources are discovered, and Mitigation Measure 3A.5-3 to suspend ground-disturbing activities if human remains are encountered and compliance with California Health and Safety Code Procedures. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR (Draft SEIR, pages 3.3-21 through 3.3-23).

## 6.5 SECTION 3.4: ENERGY

### Impact 3.4-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation

When compared to the General Plan buildout, full buildout of the project would result in the consumption of additional energy supplies during construction in the form of gasoline and diesel fuel consumption. However, the project's energy expenditure would not be considered atypical when compared to other construction projects. When compared to buildout of the General Plan, operations of new land uses associated with the project would result in additional energy consumption, but the project would be required to comply with the most recent iteration of the California Energy Code. As compared to the General Plan EIR, the project would be more energy efficient when considered in the context of the number of residents that the project supports. Therefore, the project would not result in a new or substantially more severe impact than the General Plan EIR land uses due to its greater energy efficiency. This impact would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The energy needs for project construction would occur over a 12-year period and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy, as compared to existing conditions. There is no atypical construction-related energy demand associated with the proposed project. Nonrenewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner when compared to other construction activity in the region. The project is anticipated to require less fuel when compared to the land uses evaluated under the General Plan. Reduced energy consumption would result from project construction as development of medium-to-high density housing is less intense than construction associated with non-residential uses. Energy impacts during construction would be less than significant (SEIR, pages 3.4-8 and 3.4-9).

The project would increase electricity and natural gas consumption relative to existing conditions during operation. The project is anticipated to require more energy in all sectors when compared to the land uses evaluated in the General Plan EIR. This is primarily due to the increase in residential development as part of the project, which would result in an increase in daily trip generation and associated vehicle miles traveled (VMT) and energy use per residential unit. However, the project would result in increased population density from additional residential units associated with higher density development rather than single-family residences. Therefore, the energy efficiency per capita for the project would be lower as compared to the General Plan. Energy impacts during operation would be less than significant (Draft SEIR, pages 3.4-9 and 3.4-10).

### Impact 3.4-2: Conflict with or Obstruction of a State or Local Plan for Renewable Energy or Energy Efficiency

Although implementation of the project would increase energy demands compared to existing conditions, development would be required to comply with applicable California Energy Code, Folsom General Plan policies and Renewable Portfolio Standard. As a result, implementation of the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with applicable California Energy Code, Folsom General Plan Policies, and Renewable Portfolio Standard.

## FACTS IN SUPPORT OF FINDINGS

New land uses developed as part of the project would comply with the 2022 California Energy Code, which is intended to increase the energy efficiency of new development projects in the state. Through the permitting process, all development proposed under the project would comply with the current and future versions of the State's Title 24 California Building Code, as part of the 2022 California Energy Code.



The project would be required to implement General Plan Policies LU 1.1.13 “Sustainable Building Practices,” and LU 1.1.14 “Promote Resiliency.” Future development associated with the project would adhere to General Plan Policy LU 1.1.13 that requires compliance with the State’s Title 24 California Building Code, which now requires solar installation on all apartments developed as part of the project.

The project is served by Sacramento Municipal Utility District (SMUD), an electricity utility. SMUD is required to comply with the future benchmarks of the state’s Renewable Portfolio Standard (i.e., 52 percent renewable by 2027, 60 percent by 2030, and 100 percent by 2045). Because electricity utilities in the state are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the project would increasingly be provided by renewable sources.

Due to the inclusion of energy efficiency and renewable energy measures as part of the project and compliance with state regulations related to energy efficiency and renewable energy and General Plan policies, project implementation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant (Draft SEIR, pages 3.4-10 and 3.4-11).

## **6.6 SECTION 3.5: GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**

### **Impact 3.5-1: Generation of Greenhouse Gas Emissions and Consistency with Reduction Plans and Measures**

Construction and operation of the project would result in GHG emissions. Project construction emissions are anticipated to be lower and operational emissions are anticipated to be higher than previously evaluated in the General Plan EIR. However, the proposed project would increase residential density, which results in more VMT and GHG efficiency on a per capita basis, consistent with the goals and objectives of the GHG reduction strategy in the adopted CAP (integrated in to the 2035 General Plan). Therefore, the project would not result in new or substantially greater impacts relating to GHG emissions, but this impact would remain significant and unavoidable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project’s effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required beyond compliance with General Plan Policy SN 7.1.2, Policies NCR 1.1.8, 3.2.1, 3.2.6, and FPASP EIR/EIS adopted Mitigation Measures 3A.4-1, 3A.4-2a, and 3A.4-2b.

## **FACTS IN SUPPORT OF FINDINGS**

Emissions associated with construction activities from the project are anticipated to be lower than emissions associated with the previously evaluated land uses. Although there would be an increase in the total number of residential units, the decrease in non-residential uses as part of the project would result in less intensive construction and thus reduced emissions. Total mass emissions associated with the project would result in an increase as compared to emissions from the General Plan EIR. However, development associated with the project would result in a denser population in Folsom and the GHG efficiency (i.e., emissions per capita) would be lower under the proposed project as compared to the existing General Plan. Additionally, the project would be consistent with General Plan policies adopted for the purpose of reducing GHG emissions and is therefore consistent with the adopted CAP. Therefore, the project would not result in new or substantially greater impacts relating to GHG emissions. However, even with incorporation of these mitigation measures and policies, the project would result in increased GHG emissions, and the future year GHG reduction targets may not be met (Draft SEIR, pages 3.5-10 through 3.5-12).

## 6.7 SECTION 3.6: LAND USE AND PLANNING

### Impact 3.6-1: Conflict with Applicable Land Use Plans, Policies, and Regulations

Implementation of the General Plan would be consistent with existing regional land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The project would allow for increased minimum densities on rezone sites that are with multi-family and mixed-use designations. The project would also include land use amendments to the FPASP for the proposed rezone sites within the Folsom Plan Area. These amendments would be in compliance with State law requirements and are intended to help the city meet its share of the RHNA. The project is consistent with General Plan and FPASP policies related to environmental protections associated with land use, including those that address the amount and location of growth, allowed uses, and development densities and intensities. The project would not result in a new or substantially more severe impact regarding land use and planning than was identified in the General Plan EIR. This impact would be less than significant.

### FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

### FACTS IN SUPPORT OF FINDINGS

Future development associated with the project, including residential development within the project planning area, would be required to be consistent with the General Plan and the FPASP (for sites located within the Folsom Plan Area) policies and programs adopted to address environmental effects. Future development would be reviewed for consistency with the development standards set forth in FMC and applicable objective design and development standard as part of the design review process. The project would not remove or modify any policies or measures from the General Plan and FPASP that are intended for environmental protection. This impact would be less than significant (Draft SEIR, pages 3.6-9 and 3.6-10).

## 6.8 SECTION 3.7: NOISE AND VIBRATION

### Impact 3.7-1: Construction Activities Could Result in a Substantial Temporary Increase in Noise Levels at Nearby Noise-Sensitive Land Uses

Construction activities associated with implementation of the project would result in greater construction noise than anticipated in the General Plan EIR. However, implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant, consistent with the conclusion in the General Plan EIR.

### FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant with implementation of Mitigation Measure 3.7-1. The mitigation measure is feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

## Mitigation Measures

### Mitigation Measure 3.7-1: Construction Noise Reduction Measure

Add new Implementation Program SN-17 Construction Noise Reduction:

- ▶ The City shall require that the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA  $L_{eq}$  at the nearest receptors:
  - To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.
  - Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses.
  - For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.
  - Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.
  - Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.

## FACTS IN SUPPORT OF FINDINGS

Adherence to the Folsom Standard Construction Specifications, General Plan policies, FMC, and Mitigation Measure 3.7-1 and FPASP EIR/EIS adopted Mitigation Measure 3A.11-1 would reduce construction noise and development under project would not result in a substantial temporary increase in noise. Specifically, Mitigation Measure 3.7-1 would reduce construction noise for development north of Highway 50 within 560 feet of sensitive receptors by requiring mufflers that reduce noise levels by at least 5 dBA and effective pile driving noise controls, such as pile driving shrouds, that can reduce noise by up to 30 dBA. With implementation of Mitigation Measure 3.7-1 noise levels from the loudest construction equipment (i.e., pile driving) would be reduced to 71 dBA and below the Federal Transit Administration (FTA) construction noise threshold of 80 dBA  $L_{eq}$ . Project impacts would be less than significant with mitigation (Draft SEIR, pages 3.7-15 to 3.7-17).

### Impact 3.7-2: Exposure of Persons to or Generation of Excessive Vibration

Construction activities associated with implementation of the project would result in greater construction noise than anticipated in the General Plan EIR. However, implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant, consistent with the conclusion in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant with implementation of Mitigation Measure 3.7-2. The mitigation measure is feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### Mitigation Measure 3.7-2: Develop and Implement a Vibration Damage Control Plan

Add new Implementation Program SN-18 Construction Vibration Reduction:

- ▶ The City shall apply this Implementation Program to construction activity involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to reduce the potential for structural damage.
- ▶ Require project applicants with projects that involve pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:
  - To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determined.
  - All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.
  - Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.
  - Limit pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.
  - Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.
  - Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.
  - Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.

## FACTS IN SUPPORT OF FINDINGS

Adherence to General Plan Policy SN 6.1.8 and implementation of Mitigation Measures 3.7-2 and FPASP EIR/EIS adopted Mitigation Measure 3A.11-3 would reduce potential vibration damage impacts from construction activities by requiring minimum setbacks to sensitive land uses, monitoring vibration levels during construction, and the use of alternative equipment when appropriate. Specifically, Mitigation Measure 3.7-2 would require alternatives to pile driving, such as auger cast piles that are free of vibration or jetting that can reduce vibration by 45 percent or to 0.64 inches/sec. With implementation of Mitigation Measure 3.7-2 vibration from the most vibratory equipment (i.e., pile driving) could be reduced to below FTA's recommended standards with respect to the prevention of structural building damage (0.2 and 0.08 in/sec peak particle velocity) for normal and historical buildings, respectively). Through these measures, potential substantial impacts on sensitive land uses from pile driving, vibratory roller activity, and blasting would be reduced to meet applicable thresholds. Impacts would be less than significant with mitigation (Draft SEIR, pages 3.7-17 through 3.7-20).

**Impact 3.7-3: Traffic Noise**

Implementation of the project would result in a net increase in traffic noise ranging from 0 to 3.6 dB L<sub>dn</sub> on roadway segments within the project planning area. Therefore, project-related traffic noise would not generate a substantial increase in severity beyond what was identified in the General Plan EIR.

**FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

**Mitigation Measures**

No additional mitigation is required beyond compliance with FPSAP EIR/EIS adopted Mitigation Measure 3A.11-4 and General Plan Policy SN 6.1.2.

**FACTS IN SUPPORT OF FINDINGS**

Implementation of the project would result in net noise increases ranging from 0 to 3.6 dBA L<sub>dn</sub> on roadway segments within the project planning area. The General Plan EIR identified that traffic noise would result in net increases ranging from 0 to 8 dBA. The project would be subject to General Plan Policy SN 6.1.2, requiring mitigation for noise due to traffic on public roadways for new residential development to meet the noise standards. Additionally, the project would be subject to adopted Mitigation Measure 3A.11-4 for development in the Folsom Plan Area, and the FMC noise standards as they aim to comprehensively address construction noise sources. There is no new significant traffic noise effect, and the impact is not more severe than identified in the General Plan EIR (Draft SEIR, pages 3.7-20 through 3.7-23).

**Impact 3.7-4: Expose Existing Sensitive Receptors to New Stationary Noise Sources that Exceed Applicable Noise Standards**

All future development associated with the project would be required to comply with the FMC and General Plan policies related to stationary noise standards. However, due to the programmatic nature of the project it cannot be assured that future development as part of the project would not exceed applicable standards. Implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant.

**FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant with implementation of Mitigation Measure 3.7-4. The mitigation measure is feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

**Mitigation Measures****Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise**

Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction:

- ▶ The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would



exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Noise reduction measures may include, but are not limited to:

- Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.
- Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.
- Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.

## FACTS IN SUPPORT OF FINDINGS

Adherence to the General Plan Policy 6.1.2 and implementation of Mitigation Measure 3.7-4 and FPASP EIR/EIS adopted Mitigation Measure 3A.11-5 would reduce potentially significant stationary and heating, ventilation, and air conditioning (HVAC) noise levels at noise-sensitive receptors to a less-than-significant level. Screening distances, acoustical shielding methods, and proper selection of HVAC units with low noise emissions would ensure HVAC noise levels would comply with the stationary noise standard of 45 dBA at a receiving sensitive receptor. Individual developments would be required to adhere to the standards set forth in the FMC, General Plan, and mitigation measures of the SEIR. This impact would be less than significant with mitigation (Draft SEIR, pages 3.7-23 and 3.7-24).

## 6.9 POPULATION AND HOUSING

### Impact 3.8-1: Induce Substantial Population Growth

The project would accommodate up to 6,046 net new housing units, which would accommodate approximately 15,418 people. This growth would exceed the projected population under the General Plan, but would be consistent with the most recently adopted 2021-2029 Housing Element. The project would not result in a new or substantially more severe impact regarding population growth than was identified in the General Plan EIR. This impact would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The project would result in a net new capacity of 6,046 housing units in the project planning area, which would accommodate approximately 15,418 people, based on 2.55 persons per dwelling unit. Therefore, the project would result in 15,418 new residents in the city beyond what was projected in the 2018 adopted General Plan. However, the City's Housing Element, as part of the General Plan, calls for creation of new housing opportunities to meet projected residential growth in the city acknowledged as part of the City's RHNA. The project is designed to fulfill Program H-2 of the Housing Element through amending standards to facilitate an increase in the amount of available land for residential and mixed-use development and increase the amount of higher density residential development in certain areas of the City. Although the project would have the potential to exceed the maximum population established in

the General Plan EIR, the population increase potential associated with the project would be consistent with the 2021-2029 Housing Element and thus generally consistent with City and regional growth assumptions. The increased population levels associated with the project would be consistent with regional growth projections for the City and would meet the City's RHNA. The project would not induce substantial unplanned population growth in the city and impacts would be less than significant (Draft SEIR, pages 3.8-4 and 3.8-5).

## 6.10 PUBLIC SERVICES

### **Impact 3.9-1: Require Construction of New Governmental Facilities, Resulting in Adverse Environmental Impacts**

Under the project, development would be intensified within the City and may increase demand for public services (including fire and police protection) that could require new or expanded facilities. Expansion of existing governmental facilities or construction of a new facility to meet the needs of the project would involve minor land clearing, grading, installation of utilities, and building construction. Construction activities and duration would be typical of such facilities and would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. Additionally, new governmental facilities, including fire and police stations, would be constructed within the footprint of development envisioned as part of the 2035 General Plan. Therefore, such construction for new government facilities to support the project would not result in adverse effects on the environment. Increased population growth resulting from the project would not result in a new or substantially more severe impact related to the construction of government facilities than was addressed in the General Plan EIR. This impact would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Development of new public service facilities would include construction activities that are typical of other allowable land use types within the City (e.g., industrial, warehouse, commercial), and would consist of activities such as clearing and grading, utility installation, and construction of new structures. Construction would result in impacts that are similar to those discussed throughout the SEIR, including temporary traffic, noise, and air quality impacts from construction. Generally, public services facilities are small (e.g., on the order of 2.5 acres) and their construction and operation would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. There is no evidence to suggest that expansion of existing governmental facilities or construction of a new facility would result in unmitigable, adverse effects on the environment. Therefore, this impact would be less than significant (Draft SEIR, pages 3.9-10 and 3.9-11).

### **Impact 3.9-2: Require Construction of New Schools, Resulting in Adverse Environmental Impacts**

Under the project, development within the City would be intensified and may increase demand for schools that could require new or expanded facilities. Expansion of existing schools or construction of a new school to meet the needs of the project would involve minor land clearing, grading, installation of utilities, and building construction. Construction activities and duration would be typical of such facilities and would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. Additionally, new



schools would be constructed within the footprint of development envisioned as part of the 2035 General Plan. Therefore, such construction for new schools to support the project would not result in adverse effects on the environment. The increased student population resulting from the project would not result in a new or substantially more severe impact related to the construction of schools than was addressed in the General Plan EIR. Impacts would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The project would generate approximately 967 new students that would be served by the new schools proposed by the FPASP, which would fulfill the demand generated by the project. Construction of these schools would not result in any substantial physical impacts specific to public services that are not already an inherent part of overall project impacts and would be constructed within the footprint of development proposed in the General Plan. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR. Impacts specific to public facility construction related to school services are less than significant (Draft SEIR, pages 3.9-11 and 3.9-12).

### Impact 3.9-3: Require Construction of New Park or Recreation Facilities, Resulting in Adverse Environmental Impacts

Construction of park facilities would be subject to federal and state requirements, City regulations, and 2035 General Plan policies that would ensure that adequate parkland would be provided, and physical deterioration of existing facilities would be reduced. Furthermore, the City's existing and planned parks would sufficiently meet the City's standards for parkland supply as the population grows. This growth would be within the projections assumed under the General Plan. Therefore, increased population growth resulting from the project would not result in a new or substantially more severe impact related to park and recreational facilities than was addressed in the General Plan EIR. Project impacts would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with General Plan Policy LU 6.1.4.

## FACTS IN SUPPORT OF FINDINGS

An increase of 15,418 persons as part of the project would result in the need for an additional 77 acres of parkland beyond the current 552 acres required under the 2035 General Plan for a grand total of 629 acres of parkland in the City to meet the City standard. As indicated in the *Parks and Recreation Master Plan: 2015 Plan Update*, the City of Folsom Parks and Recreation Department manages a total of 891 acres of parks and open space, consisting of 340 acres of developed parks, 500 acres of open space, and 51 acres of Class I Bike Trail. Therefore, there would be sufficient parkland to support project buildout. Additionally, as part of the project, future tentative subdivision and

tentative parcel maps under the project would be required to dedicate land or pay an in-lieu fee for the development of neighborhood and community parks, pursuant to FMC Chapter 16.32 and Chapter 4.10. Future development would also be subject to General Plan Policy LU 6.1.4 that requires open space in each residential development. FMC Chapter 3.130 establishes and imposes a Specific Plan Infrastructure Fee on new development within the Folsom Plan Area that equitably spreads the burden of public improvements and facilities and distributes the cost of public lands and community parkland to development projects within the Folsom Plan Area. Impacts would be less than significant (Draft SEIR, page 3.9-13).

## 6.11 TRANSPORTATION

### Impact 3.10-1: Transit, Bicycle, and Pedestrian Facility Impacts and Plan Conflicts

Implementation of the project would be subject to and implement General Plan and FPASP objectives and policies relevant to transit, bicycle, and pedestrian facilities and services. Additionally, future development under the project would be subject to applicable City guidelines, standards, and specifications related to transit, bicycle, or pedestrian facilities. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. Project impacts would remain less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

### Facts in Support of Findings

Future development site designs would be required to incorporate improvements consistent with applicable General Plan policies related to transit, bicycle, or pedestrian facilities. For example, General Plan Policy M 1.1.1 encourages all roadway improvements to be developed to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods. Policies M 1.1.5 and M 1.1.6 call for a connected street network that promotes walkability and bicycle and pedestrian connections to public transit stops. Policy M 3.1.1 encourages all residents to have access to safe and convenient public transit options. Compliance with the applicable General Plan and FPASP objectives and policies would ensure that the increased demand for pedestrian, bicycle, and transit facilities resulting from the project would not exceed the capacity of existing and planned facilities. There is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a less-than-significant impact on transit, bicycle, and pedestrian facilities (Draft SEIR, pages 3.10-16 and 3.10-17).

### Impact 3.10-2: Vehicle Miles Traveled Impacts

The project would result in development of up to 6,046 additional housing units. Of those units, the project would provide capacity for up to 56 percent or 3,386 low-income units.; However, the City of Folsom conservatively determined that based on the rate of existing affordable housing development within the city, 26 percent of the project's units on average would be low-income units. Therefore, the VMT analysis accounted for the reduction associated with 26 percent affordable units that would result in a reduction in trips and trip length as compared to market-rate housing. Therefore, the project would result in approximately 6.62 residential VMT per capita, which is less than the threshold of 7.51 VMT per capita (i.e., 15 percent below citywide VMT per capita). Additionally, the project would not result in retail development that would be greater than 125,000 square feet. Potential retail development resulting from the project would be considered local serving and would not result in a net increase in VMT. The project VMT impacts related to residential land use and retail land use would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The project would accommodate local serving retail as defined in the Sacramento County Transportation Analysis Guidelines. Local serving retail is generally associated with shorter trips and, therefore, is screened from detailed analysis and presumed to result in a less than significant impact. Additionally, the VMT analysis determined that the residential uses associated with the project would result in a VMT per capita of 6.62 which is below the citywide threshold of 7.51 VMT per capita (i.e., 15 percent below existing citywide VMT per capita). Therefore, the project would not result in a substantial increase in VMT. This impact is less than significant (Draft SEIR, pages 3.10-18 and 3.10-19).

### Impact 3.10-3: Hazardous Design Feature Impacts

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

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Future development under the project would be designed in accordance with City standards and specifications which address potential design hazards including sight distance, driveway placement, and signage and striping. In addition, any new interchanges, new and modified ramps, or auxiliary lanes along freeway that would result as part of the project would be subject to approval by Caltrans which would ensure projects would be consistent with Caltrans' standards and not result in transportation hazards. Any new transportation facilities, or improvements to such facilities associated with future development would be required to comply with General Plan policies, including Policy M 1.1.3 to require new and reconstructed facilities to meet the Americans with Disability Act requirements and Policy M 3.1.1 to ensure all residents have access to safe and convenient public transit options. The project would include the addition of a roundabout prioritization policy in the *City of Folsom General Plan*. Roundabouts are a Federal Highway Administration's Proven Safety Countermeasure effective in reducing roadway fatalities and serious injuries. The project would result in a less-than-significant impact related to transportation hazards (Draft SEIR, pages 3.10-19 and 3.10-20).

### Impact 3.10-4: Emergency Access Impacts

Future development under the project would be required to meet all applicable emergency access and design standards to ensure that the project would provide adequate emergency access. In addition, compliance with General

Plan policies would provide emergency access improvements that would enhance emergency access. There is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a less-than-significant impact.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required.

## **FACTS IN SUPPORT OF FINDINGS**

Emergency access for future development under the project would be required to meet the fire and emergency access roads design standards per FMC Section 17.57.080 and the Folsom Fire Code Chapter 5, Section 503, "Fire Apparatus Access Roads." In addition, General Plan policies M 1.1.5 and M 4.1.10 require the continuation of the street network between adjacent development projects to allow easier access for emergency vehicles and the continuation of the traffic calming measures implementation in neighborhoods in ways that accommodate emergency access vehicles, respectively. Compliance with the existing regulations and relevant General Plan policies would ensure that future development would be designed to meet all emergency access and design standards. Impacts would be less than significant (Draft SEIR, page 3.10-20).

## **6.12 UTILITIES AND SERVICE SYSTEMS**

### **Impact 3.11-1: Adverse Impacts on Sufficient Water Supply and Treatment**

Implementation of the project could generate additional water demand for water supplies from the provision of additional housing. However, the City of Folsom and EID would have sufficient surplus to meet the additional water demand. Therefore, the additional water demand resulting from the project would not result in a new or substantially more severe water supply impact than was addressed in the General Plan EIR. Project impacts would be less than significant.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required.

## **FACTS IN SUPPORT OF FINDINGS**

Approximately 4,164 new units would be located in the East Bidwell Corridor and the Transit Priority Areas, which would receive water service from the City of Folsom. The additional 4,164 units would result in increases in water demand of approximately 916 acre-feet per year (AFY). The City of Folsom would have sufficient water supplies to serve the projected 916.08 AFY of water demand resulting from the future development in East Bidwell Corridor and Transit Priority Areas during normal year, single-dry year, and five-year consecutive drought. Implementation of the project would result in an additional 1,882 housing units in the Folsom Plan Area. The additional 1,882 net new housing units in the Folsom Plan Area would result in increases in water demand of approximately 414 AFY. Of the

414 AFY water demand, approximately 359 AFY would be within the City of Folsom's service area and 55 AFY within the El Dorado Irrigation District's service area. Both the City of Folsom and El Dorado Irrigation District would have sufficient water to serve the project. Modeling conducted for the project indicated that the increase in water demand resulting from the project would not result in adverse hydraulic impacts to the City's water distribution system. Impacts would be less than significant (Draft SEIR, pages 3.11-18 through 3.11-20).

### **Impact 3.11-2: Exceed the Capacity of the Wastewater Treatment Provider or Adverse Effects Associated with Construction of Wastewater Treatment and Disposal Infrastructure**

General Plan EIR Impact USS-3 identified less than significant impacts related to wastewater collection, transmission, and treatment. Implementation of the project could generate wastewater as a result of increased housing in the city. The existing wastewater conveyance infrastructure in the City of Folsom would not have sufficient capacity to accommodate the anticipated additional wastewater. Therefore, the wastewater resulting from the project would result in a new and substantially more severe wastewater impact than was addressed in the General Plan EIR; however, impacts would be reduced to less than significant.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant with implementation of Mitigation Measures 3.11-2a and 3.11-2b. The mitigation measures are feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### **Mitigation Measures**

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

Future development in the 33-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 33-inch shed within the project area.

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

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

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

- ▶ construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,
- ▶ construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,



- ▶ upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and
- ▶ identification of additional localized sewer improvements.

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

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

## FACTS IN SUPPORT OF FINDINGS

The eastern project planning area north of Highway 50 is located within the FE3 Sewer Shed that has capacity to serve the project. Within the Folsom Plan Area new wastewater collection and conveyance facilities have been planned and there is adequate capacity to support the project. The central project planning area north of Highway 50 is located within the 33-Inch Sewer Shed. The simulation for project development in the 33-inch Shed indicated that the 33-inch sewer line would have capacity for the increased wastewater flow in general. However, development associated with the project would have the potential to reach the capacity of some localized sewer lines, specifically along Riley Road, Sibley Drive, and Glenn Road if the level of development exceeds that identified in the 2035 General Plan EIR. Implementation of Mitigation Measure 3.11-2a would ensure local improvements would be constructed to maintain capacity in the sewer shed. The western project planning area north of Highway 50 is located within the 27-Inch Sewer Shed, which upon buildout of the 2035 General Plan will be at capacity. Mitigation Measure 3.11-2b would require implementation of a Wastewater Conveyance Master Plan to allow for additional capacity for any new development in excess of the amount identified in the 2035 General Plan EIR. Impacts would be less than significant with mitigation (Draft SEIR, pages 3.11-20 through 3.11-24).

## 6.13 CHAPTER 4: CUMULATIVE IMPACTS

### Cumulative Aesthetics Impacts

As identified in Impacts 3.1-1 through 3.1-4 of this SEIR (pages 3.1-6 through 3.1-12), the project planning area is in areas planned for urban development. Implementation of the project would result in increased residential development capacity in the project planning area. Future development associated with project would be required to comply with FMC, applicable design guidelines, objective design and development standards, and General Plan policies to ensure design compatibility with surrounding development and to address light and glare effects. Future development in the Folsom Plan Area would implement FPASP Mitigation Measures 3A.1-1, 3A.1-4, and 3A.1-5 to minimize impacts related to visual degradation and lighting by maintaining a landscaped corridor adjacent to Highway 50, locating construction staging areas and material away from sensitive land uses, and implementing a lighting plan. There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Therefore, the project would not result in a new or greater contribution to cumulative effects to aesthetics resources beyond what was identified in the General Plan EIR. The project's contribution to the significant cumulative impact would be less than cumulatively considerable.



## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with the FMC, applicable design guidelines, objective design and development standards, and General Plan policies and implementation of FPASP EIR/EIS adopted Mitigation Measures 3A.1-1, 3A.1-4, and 3A.1-5.

## FACTS IN SUPPORT OF FINDINGS

The project would not change the development footprint analyzed in the General Plan EIR. Future development in the East Bidwell Mixed Used Overlay designation and the new transit-oriented development overlay designation would generally improve the visual quality of the affected areas by developing vacant, underutilized, or aging properties and creating a more unified visual experience consistent with the surrounding development. Future development would be required to comply with FMC Chapter 17.59 regarding placement of signage to protect views from scenic corridors, which requires approval from the Planning Director for signs visible from a scenic corridor. Development identified in the FPASP would change the existing grassland and oak woodlands to urban land uses. Similar to the findings of the FPASP EIR/EIS, development as part of the project in the Folsom Plan Area would add to the alteration of existing views and the quality of the public views from Scott Road. However, these sites were planned for development and analyzed as such in the FPASP EIR/EIS. Implementation of the FPASP EIR/EIS Mitigation Measures 3A.1-1 and 3A.1-4 would reduce impacts to scenic vista.

Future development associated with the project would be subject to existing regulations governing scenic quality as discussed in Section 6.1 above. Future development would increase the amount of light and glare through the installation of exterior lighting and reflective window glazing within the project planning area similar to the conditions anticipated for the planned urban land uses for the City under the General Plan. Consistent with the General Plan EIR, compliance with California Building Code building standards, which require minimizing light pollution and nighttime glare; FMC Chapter 17.59.040, which identifies designated scenic corridors within the city and includes special provisions for the placement and lighting of signage in scenic corridors; FMC Chapter 17.23, which provides design standards for mixed-use zones, including lighting; lighting recommendations contained in the City's Multifamily Development Design Guidelines and the FPASP Community Design Guidelines; General Plan Policy NCR 2.1.3, which require lighting to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glares; and, General Plan Implementation Program NCR-6, which requires shielding or screening lighting fixtures, prohibiting the use of unusually high intensity light fixtures, and using appropriate building materials (e.g., low-glare glass, low-glare building glaze, and neutral, earth-toned colored paint and roofing materials), would reduce and minimize light and glare impacts. Any future development in the Folsom Plan Area would be required to implement FPASP Mitigation Measure 3A.1-5 to reduce significant impacts associated with new sources of light and glare through compliance with lighting standards and implementation of a lighting plan.

The project would not change the development footprint analyzed in the General Plan EIR and would not result in a new or more severe aesthetics impact than disclosed in the General Plan EIR with compliance with existing regulations and implementation of FPASP EIR/EIS mitigation measures. Therefore, the project's contribution to the significant cumulative impact would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-3).

### Cumulative Air Quality Impacts

The General Plan EIR determined that buildout of the General Plan would result in exposure of toxic air contaminants (TACs) to sensitive receptors that could not be reduced to less than significant levels within the Folsom Plan Area. Additionally, buildout of the General Plan would result in odorous emissions from construction throughout the city.

Consequently, implementation of the 2035 General Plan would result in a cumulatively considerable contribution to a significant cumulative impact. The project would generate greater mass emissions than the land uses in the 2035 General Plan EIR, but the project would be more efficient on a per person basis. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. The project would not result in a new or greater contribution to cumulative air quality impacts beyond what was identified in the General Plan EIR.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measures**

No additional mitigation is required beyond compliance with SMAQMD Basic Construction Emissions Control Practices, SMAQMD's Ozone Attainment Plan, MTP/SCS and General Plan policies, and implementation of FPASP EIR/EIS adopted Mitigation Measures 3A.2-1a, 3A.2-1f, 3A.2-2 and 3A.2-1c, and 3A.2-4a.

## **FACTS IN SUPPORT OF FINDINGS**

The geographic context for cumulative impacts related to air quality is regional for criteria pollutant and ozone precursors and includes the Sacramento County Valley Air Basin and Sacramento County within the jurisdiction of SMAQMD. The context is local for toxic air contaminants and odors. As identified in the SEIR, the project would not generate construction emissions of any criteria air pollutants or precursors that would substantially increase local mobile-source CO emissions. Development would be required to comply with SMAQMD Basic Construction Emissions Control Practices and General Plan policies to reduce emissions. While construction would occur nearby existing and future sensitive receptors the project would be subject to General Plan policies and mitigation from the General Plan EIR to reduce emissions. The project would not introduce a new or substantially more severe air quality impact than what was identified in the General Plan EIR. Therefore, the project would not result in a new or greater contribution to cumulative air quality impacts beyond what was identified in the General Plan EIR (Draft SEIR, pages 4-3 and 4-4).

### **Cumulative Historical Resources Impacts**

Future development as part of the project would be subject to federal (National Historic Preservation Act), state (PRC Section 21000 et. Seq. and California Historical Building Code), and local regulations (General Plan Policies NCR 1.1.4, NCR 5.1.1, NCR 5.1.2, NCR 5.1.4, and NCR 5.1.5). Future development within the Folsom Plan Area would implement Mitigation Measure 3A.5-1b to reduce impacts to historical resources. Because future development would occur on the same footprint as previously analyzed in the General Plan EIR, the project would not result in a new or greater contribution to cumulative effects to historical resources than disclosed in the General Plan EIR.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No additional mitigation is required beyond compliance with existing federal and state regulations, and General Plan Policies NCR 1.1.4, NCR 5.1.1, NCR 5.1.2, NCR 5.1.4, and NCR 5.1.5; and implementation of FPASP EIR/EIR adopted Mitigation Measure 3A.5-1b.

## FACTS IN SUPPORT OF FINDINGS

The project would result in increased residential density throughout the project planning area. Increased development has the potential to result in an adverse change to historical resources throughout the project planning area. However, development would occur on the same footprint as previously analyzed in the General Plan EIR. Development associated with the project within the Folsom Plan Area would be required to comply with adopted Mitigation Measure 3A.5-1b requiring projects to perform an inventory and evaluation of cultural resources minimize or avoid damage or destruction and perform treatment where damage or destruction cannot be avoided. However, the environmental review would not prevent the demolition of all historical resources. Impacts would remain cumulatively considerable. Therefore, the project would not result in a new or greater contribution to cumulative effects to historical resources (Draft SEIR, page 4-4).

### Cumulative Archaeological Resources Impacts

Future development as part of the project would be subject to state and local regulations and General Plan policies to reduce impacts to archaeological resources. Future development within the Folsom Plan Area would implement Mitigation Measure 3A.5-1b Mitigation Measure 3A.5-2 to evaluate cultural resources on-site and provide cultural resources education to construction personnel. However, because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. The project would not result in a new or greater contribution to cumulative effects to unique archaeological resources. Impacts would remain cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required beyond compliance with state and local regulations and implementation of the FPASP EIR/EIS adopted Mitigation Measures 3A.5-1b and 3A.5-2.

## FACTS IN SUPPORT OF FINDINGS

The project would result in increased residential density throughout the project planning area. Increased development has the potential to result in an adverse change to unique archaeological resources throughout the project planning area. However, development would occur on the same footprint as previously analyzed in the General Plan EIR. Development associated with the project would be required to comply with adopted Mitigation Measure CUL-2 (General Plan Implementation Program NCR 7) to develop a program for inadvertent discovery of archaeological resources. Development within the Folsom Plan Area would be required to comply with Mitigation Measures 3.5A-1b to perform an inventory and evaluation of cultural resources minimize or avoid damage or destruction and perform treatment where damage or destruction cannot be avoided and 3A.5-2 to conduct construction personnel education, conduct on-site monitoring if required, stop work if cultural resources are discovered, assess the significance of the find, and perform treatment or avoidance as required. However, the environmental process of review would not prevent the demolition of all unique archaeological resources. Impacts would remain cumulatively considerable. Nevertheless, the project would not result in a new or greater contribution to cumulative effects to unique archaeological resources (Draft SEIR, pages 4-5 and 4-6).

### **Cumulative Tribal Cultural Resources Impacts**

Future development as part of the project would be subject to state and local regulations to reduce impacts to tribal cultural resources. Future development within the Folsom Plan Area would implement FPASP EIR/EIS Mitigation Measures 3A.5-1a, 3A.5-2, and 3A.5-3 to reduce the potentially significant impact associated with the possible destruction of tribal cultural resources. However, compliance with existing regulations and implementation of previously adopted mitigation would not prevent the demolition of all tribal cultural resources. Impacts would remain cumulatively considerable. The project would not result in a new or greater contribution to cumulative effects to tribal cultural resources.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No additional mitigation is required beyond compliance with state and local regulations and implementation of General Plan Implementation Measure NCR9 and FPASP EIR/EIS adopted Mitigation Measures 3A.5-1a, 3A.5-2, and 3A.5-3.

## **FACTS IN SUPPORT OF FINDINGS**

The proposed project would result in increased residential density throughout the project planning area. Increased development has the potential to result in an adverse change to tribal cultural resources throughout the project planning area. However, development would occur on the same footprint as previously analyzed in the General Plan EIR. The results of the AB 52 consultation indicated that the project planning area is highly sensitive for tribal cultural resources. Implementation of projects contemplated in the proposed plan may require subsequent discretionary approvals and site-specific project-level analyses to fulfill CEQA requirements, which may include additional AB 52 consultation and identification of tribal cultural resources. However, the environmental process review would not prevent the demolition of all tribal cultural resources. Impacts would remain cumulatively considerable. All development in the City would be subject to General Plan Implementation Policy NCR 9 that requires management of tribal cultural resources through suspension of work in the vicinity of a tribal cultural resource find, notification of the appropriate oversight agency and Tribal Historic Preservation Officer, and appropriate treatment (Final SEIR Section 4). Therefore, the project would not result in a new or greater contribution to cumulative effects to tribal cultural resources (Draft SEIR, page 4-5).

### **Cumulative Human Remains Impacts**

Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 and implementation of FPASP EIR/EIR Mitigation Measure 3.A5-3 would ensure that project impacts to human remains would be less than significant. Therefore, the project's contribution to human remains impacts would be less than cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No additional mitigation is required beyond compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 and implementation of FPASP EIR/EIR adopted Mitigation Measure 3.A5-3.

## **FACTS IN SUPPORT OF FINDINGS**

The proposed project would result in increased residential density throughout the project planning area. Increased development has the potential to result in an adverse change to interred human remains throughout the project planning area. However, development would occur on the same footprint as previously analyzed in the General Plan EIR. Development associated with the project would be required to adhere to state regulations related to the handling of human remains. Additionally, development within the Folsom Plan Area would be required to comply with adopted Mitigation Measure 3.5A-3 (suspend ground-disturbing activities if human remains are encountered and comply with California Health and Safety Code procedures) and would reduce impacts to less than significant. Impacts would remain less than cumulatively considerable (Draft SEIR, page and 4-5).

### **Cumulative Energy Impacts**

The project would comply with applicable energy efficiency requirements and would implement design features that meet or exceed current requirements per Title 24 and CALGreen. Because the project would not result in the wasteful or inefficient use of energy and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, the project would not result in a significant cumulative energy impact. The project's contribution to substantial effects related to energy would be less than cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No additional mitigation is required beyond compliance with existing regulations (i.e., Title 24 and CALGreen).

## **FACTS IN SUPPORT OF FINDINGS**

The project would consume energy related to transportation (i.e., gasoline and diesel consumption for passenger vehicles, trucks, buses, and other vehicles) and construction. The project would be required to implement energy efficiency measures in accordance with the Title 24 California Energy Code, which includes CALGreen, to reduce energy demand from buildings and would likely implement transportation demand management strategies to reduce the number of vehicle trips and VMT, which would reduce fuel consumption. The project would increase energy demand during temporary construction activities for new buildings and facilities. During operation, the project would be expected to require more energy overall when compared to the land uses evaluated in the General Plan EIR due to the increase in residential capacity. However, as discussed in Section 6.4 above, the project would result in less than significant energy impacts during construction and operation. Therefore, the project's contribution to energy impacts would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, pages 4-5 and 4-6).

### **Cumulative Greenhouse Gas Emissions and Climate Change Impacts**

The General Plan EIR concluded a less-than-significant impact associated with the buildout year of the general plan (i.e., 2035). However, the General Plan EIR concluded that a significant and unavoidable impact associated with future target year 2050. The project would be consistent with adopted GHG reduction strategies that aim to improve GHG



efficiency, the project would not conflict with the City's ability to achieve their 2035 targets, however, the project does not include any additional measures or GHG reduction strategies that would assist in meeting the 2050 targets. Therefore, the project would not result in new or substantially greater impacts relating to GHG emissions but this impact would remain significant and unavoidable. Because the issue of global climate change is inherently a cumulative issue because the GHG emissions of individual projects cannot be shown to have any material effect on global climate. Therefore, the project's impact on climate change is addressed only as a cumulative impact. Therefore, the project's contribution to substantial effects related to GHG emissions would be cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No feasible mitigation is available beyond implementation of FPASP EIR/EIS Mitigation Measures 3A.4-1, 3A.4-2a, and 3A.4-2b.

## **FACTS IN SUPPORT OF FINDINGS**

Based on the comparative analysis conducted to represent the change in emissions associated with buildout of the project, total mass emissions associated with the project would result in an increase as compared to emissions from the General Plan EIR. This is primarily due to the increase in the number of residential land uses, which would result in an increase in daily trip generation and associated VMT. Because the project would increase GHG emissions compared to the General Plan EIR and because further substantial GHG emissions reduction would be required to meet the 2045 carbon neutrality goals and 2050 GHG reduction targets, the GHG impacts were determined to remain significant consistent with the conclusion of the General Plan EIR. Because climate change is a global problem caused by global pollutants and is inherently cumulative, the analysis concluded in the SEIR is a cumulative analysis. Therefore, the project's contribution to substantial effects related to GHG emissions would be cumulatively considerable, consistent with the conclusion in the General Plan EIR (Draft SEIR, page 4-6).

### **Cumulative Land Use and Planning Impact**

The project is consistent with applicable General Plan and FPASP policies related to environmental protections. There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Therefore, the project would not result in a new or greater contribution to cumulative effects to land use and planning beyond what was identified in the General Plan EIR. The project's contribution to the significant cumulative impact would be less than cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No additional mitigation is required.



## FACTS IN SUPPORT OF FINDINGS

The project would amend the City's 2035 General Plan and Zoning Code to increase the minimum density and maximum floor area ratio standards in the project planning area to maintain multi-family and mixed-use land available to meet the target housing demand at all income levels for the RHNA. The project would also amend the FPASP to increase residential development capacity on the proposed rezone sites within the Folsom Plan Area. As discussed in Section 6.5 above, future development associated with the project, including residential development within the project planning area, would be required to be consistent with the General Plan and the FPASP (for sites located within the Folsom Plan Area) policies and programs adopted to address environmental effects. In addition, the project would be in compliance with State law requirements and meet the RHNA for the City. The project would not remove or modify any policies or measures from the General Plan and FPASP that are intended for environmental protection. The project's land use and planning impact would be less than significant. Therefore, the project's contribution to the significant cumulative impact would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-6).

### Cumulative Construction Noise and Vibration Impacts

Adherence to the construction noise requirements in the Standard Construction Specifications, the General Plan policies, FMC, and mitigation measures would avoid the generation of substantial temporary construction noise levels. The project would result in less than significant construction noise and vibration impacts with mitigation. The project's contribution to construction noise and vibration impacts would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are offset and less than significant with implementation of Mitigation Measures 3.7-1 and 3.7-2. The mitigation measures are feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### Mitigation Measure

Mitigation Measure 3.7-1 and Mitigation Measure 3.7-2 would be required.

## FACTS IN SUPPORT OF FINDINGS

Adherence to the Folsom Standard Construction Specifications, General Plan policies, FMC, Mitigation Measures 3.7-1 and 3.7-2, and FPASP EIR/EIS Mitigation Measures 3A.11-1 and 3A.11-2 would reduce construction noise and vibration impacts to a less-than-significant level. Therefore, the project's contribution to construction noise and vibration impacts would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, pages 4-6 and 4-7).

### Cumulative Traffic Noise Impacts

The increase in traffic noise levels that would result from project implementation would not generate a substantial increase in traffic noise levels above those anticipated under the General Plan buildout. Therefore, there is no new significant effect, and the impact is not substantially more severe than the impact identified in the General Plan EIR. This impact would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No additional mitigation is required beyond compliance with FPASP EIR/EIS adopted Mitigation Measure 3A.11-4 and General Plan Policy SN 6.1.2.

## **FACTS IN SUPPORT OF FINDINGS**

The project would be subject to General Plan Policy SN 6.1.2, which requires mitigation for noise due to traffic on public roadways for new residential development to meet the noise standards. Additionally, the project would be subject to FPASP Mitigation Measure 3A.11-4 for development in the Folsom Plan Area, and the FMC noise standards as they aim to comprehensively address construction noise sources. Compliance with General Plan policy and implementation of adopted mitigation measure would ensure that no new significant traffic noise effect would occur, and the impact is not more severe than identified in the General Plan EIR. Therefore, the project's contribution to traffic noise impacts would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-7).

### **Cumulative Stationary Noise Impacts**

Adherence to the General Plan Policy 6.1.2 and implementation of applicable mitigation measures would reduce potentially significant stationary noise levels at noise-sensitive receptors to less than significant. Therefore, the project would not contribute substantially to a cumulative impact related to stationary noise and this impact would be less than cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are offset and less than significant with implementation of Mitigation Measure 3.7-4. The mitigation measure is feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### **Mitigation Measure**

Mitigation Measure 3.7-4 would be required.

## **FACTS IN SUPPORT OF FINDINGS**

Adherence to General Plan Policy 6.1.2 and implementation of Mitigation Measure 3.7-4 and FPASP EIR/EIS Mitigation Measure 3A.11-5 would reduce potentially significant stationary and HVAC noise levels at noise-sensitive receptors to a less-than-significant level. Future developments would be required to adhere to the standards set forth in FMC, General Plan, and mitigation measures of the SEIR. The project's contribution to stationary noise impacts would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-7).

### **Cumulative Population and Housing Impacts**

The project would not induce substantial population growth above that which is already anticipated for the City and the region. Thus, the cumulative impact would not be significant. The project would not result in a new or greater contribution to cumulative population growth beyond what was identified in the General Plan EIR. The project's contribution to cumulative population growth would be less than cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

**Mitigation Measure**

No additional mitigation is required.

**FACTS IN SUPPORT OF FINDINGS**

SACOG is the lead agency for developing the RHNA for the Sacramento region, which includes Sacramento County and the City of Folsom. The project would ensure that Folsom has adequate sites to accommodate the RHNA and also provides additional sites to ensure that over the long-term, beyond the 2021-2029 RHNA period, that the City continues to have adequate sites to accommodate a range of housing needs. The project has been developed to accommodate the growth projections in the RHNA and is consistent with long-term regional growth projections. Therefore, implementation of the project would assist Folsom in accommodating its fair share of growth and housing needs under cumulative conditions. Therefore, the project's contribution to population and housing impacts would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-7).

**Cumulative Public Services Impacts**

Development in the City would be subject to General Plan policies and mitigation measures identified in the General Plan EIR, which would subsequently reduce physical environmental effects and provide additional police and fire protection services, as well as school facilities, as areas develop. Therefore, the project would not result in a new or greater contribution to cumulative effects related to public services beyond what was identified in the General Plan EIR. The project's contribution to substantial effects related to public services would be less than cumulatively considerable.

**FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

**Mitigation Measure**

No additional mitigation is required.

**FACTS IN SUPPORT OF FINDINGS**

Cumulative development in the city would continue to increase the concentration of people and structures within the local public service jurisdictions which in turn increases demand for such services. The increase in population under the project could continue the trend of increasing the demand for public services and could combine with other proposed development projects within the City to result in a cumulative increase in demand for public services such that new or physically altered governmental facilities would be required to maintain acceptable service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts. As noted in Section 3.9 of the SEIR, "Public Services and Recreation," it is not anticipated that new or expanded public facilities would be required to accommodate development under the project. Further, new development and growth would occur within existing developed areas where public services currently exist. To the extent that any potential expansion of public facilities is required to accommodate new development and growth in the area, it is reasonable to assume that these would be expansions of existing facilities, or new facilities in already developed areas which would typically be exempt from CEQA review as infill development. Future development projects would also be required to pay impact fees consistent with local jurisdiction requirements, including the City and FCUSD, to ensure the adequate provision of public services, including schools. Impacts related to public facilities construction and school services would be less than significant. Therefore, the project's contribution to public services impacts would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, pages 4-7 and 4-8).

## Cumulative Recreation Impacts

The project would not result in a new or greater contribution to cumulative effects related to recreation beyond what was identified in the General Plan EIR. Therefore, the project's contribution to substantial effects related to recreation would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required beyond compliance with Quimby Act, General Plan Policy LU 6.1.4, and FMC Chapters 16.32 and 4.10.

## FACTS IN SUPPORT OF FINDINGS

The Quimby Act, which applies to cities and counties in the context of approval of residential subdivisions, has a parkland standard of 5 acres per 1,000 persons. The City is subject to the standards of the Quimby Act, and the increase in recreational facilities/areas under the project would be consistent with the Quimby Act and would offset the incremental increase in recreational facility demand associated with implementation of the project. As discussed in Section 6.6 above, the City would have sufficient parkland to support project buildout. Future development would also be subject to General Plan Policy LU 6.1.4 that requires open space in each residential development. Future tentative subdivision and tentative parcel maps under the project would be required to dedicate land or pay an in-lieu fee for the development of neighborhood and community parks, pursuant to FMC Chapter 16.32 and Chapter 4.10. The project would result in less than significant impacts related to recreation and parks. Therefore, the project's contribution to recreation and parks impacts would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-8).

## Cumulative Transit, Bicycle, and Pedestrian Facility Impacts

The project would not result in a new or greater contribution to cumulative effects related to transit, bicycle, and pedestrian facilities beyond what was identified in the General Plan EIR. Therefore, the project's contribution to substantial effects related to transit, bicycle, and pedestrian facilities would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Implementation of the project would be subject to and would implement General Plan policies applicable to transit, bicycle, and pedestrian facilities and service. Additionally, subsequent development projects under the project would be subject to all applicable City guidelines, standards, and specifications related to transit, bicycle, or pedestrian facilities. Compliance with the applicable General Plan and FPASP objectives and policies would ensure that the increased demand for pedestrian, bicycle, and transit facilities resulting from the project would not exceed the capacity of existing

and planned facilities. The project would result in a less-than-significant impact on transit, bicycle, and pedestrian facilities. Therefore, the project's contribution to transit, bicycle, and pedestrian facilities impacts would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-9).

### **Cumulative Vehicle Miles Traveled Impacts**

The addition of project-generated total daily VMT within the City would not result in an exceedance of the established Citywide threshold of 7.51 VMT per capita. Therefore, the project's contribution to substantial effects related to VMT would be less than cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No additional mitigation is required.

## **FACTS IN SUPPORT OF FINDINGS**

The discussion of VMT impacts associated with the project is inherently a cumulative impact analysis as it compares the project to City VMT standards associated with buildout of the City. The project would have a reduced VMT per capita of approximately 6.62 when incorporating the trip generation rate reduction and trip distance reduction associated with low-income units, which is less than the citywide threshold of 7.51 VMT per capita. Therefore, residential VMT cumulative effects associated with the project would be less than significant (Draft SEIR, page 4-9).

### **Cumulative Impacts Related to Hazardous Design Feature or Incompatible Uses**

Implementation of the project would be subject to, and constructed in accordance with, applicable roadway design and safety guidelines and General Plan policies. The project would not result in a new or greater contribution to cumulative effects related to hazards due to a design feature or incompatible uses beyond what was identified in the General Plan EIR. Therefore, the project's contribution to substantial effects related to design features or incompatible uses would be less than cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No additional mitigation is required.

## **FACTS IN SUPPORT OF FINDINGS**

As discussed above in Section 6.10, any new transportation facilities, or improvements to such facilities associated with future development would be required to comply with General Plan policies, including Policy M 1.1.3 to require new and reconstructed facilities to meet the Americans with Disability Act requirements and Policy M 3.1.1 to ensure all residents have access to safe and convenient public transit options. Development in the Folsom Plan Area would be required to comply with FPASP objectives and policies, including Objective 7.1 to create a safe and efficient circulation system for all modes of travel and Policy 7.2 to provide Americans with Disability Act accessible circulation and minimize barriers to access by pedestrians, persons with disabilities, seniors, and bicyclists. New or improved



transportation facilities would be designed in accordance with Caltrans' policies and procedures to ensure a safe, sustainable, integrated, and efficient transportation system is maintained. The project would include the addition of a roundabout prioritization policy in the City of Folsom General Plan. Future projects associated with the roundabout policy would be subject to the City's Public Works Department review and approval to ensure all applicable standards are met. The project would result in a less-than-significant impact related to transportation hazards. Therefore, the project's contribution to impacts related to hazardous design feature or incompatible use would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-9).

### **Cumulative Water Impacts**

The additional water demand from implementation of the project would not result in a new or substantially more severe impact regarding water supply than was addressed in the General Plan EIR. Therefore, the project would not result in a new or greater contribution to cumulative effects related to water service beyond what was identified in the General Plan EIR. Thus, the project's contribution to substantial effects related to water service would be less than cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### **Mitigation Measure**

No additional mitigation is required.

## **FACTS IN SUPPORT OF FINDINGS**

As discussed in Section 6.11 above, the development north of Highway 50 would result in increases in water demand of approximately 916 AFY in the City of Folsom. The City of Folsom would have sufficient water supplies to serve the projected 916 AFY of water demand during normal year, single-dry year, and five-year consecutive drought. The development south of Highway 50 would result in increases in water demand of approximately 414 AFY. Of the 414 AFY water demand, approximately 359 AFY would be within the City of Folsom's service area and 55 AFY within the El Dorado Irrigation District's service area. Both the City of Folsom and El Dorado Irrigation District would have sufficient water to serve the project. Modeling conducted for the project indicated that the increase in water demand resulting from the project would not result in adverse hydraulic impacts to the City's water distribution system. The impacts related to water supply and water infrastructure would be less than significant. Therefore, the project's contribution to impacts related to water supply and water infrastructure would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, pages 4-9 and 4-10).

### **Cumulative Wastewater and Stormwater Impacts**

Implementation of the project could generate wastewater as a result of increased housing in the City. The existing wastewater conveyance infrastructure in the City of Folsom would not have sufficient capacity to accommodate the anticipated additional wastewater. Implementation of Mitigation Measures 3.11-2a and 3.11-2b would reduce impacts to a less-than-significant level. Therefore, the project's contribution to substantial effects related to wastewater and stormwater services would be less than cumulatively considerable.

## **FINDINGS**

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are offset and less than significant with implementation of Mitigation Measures 3.11-2a and 3.11-2b. These mitigation measure are feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.



## Mitigation Measure

Mitigation Measure 3.11-2a and Mitigation Measure 3.11-2b would be required.

## FACTS IN SUPPORT OF FINDINGS

The discussion of wastewater conveyance impacts associated with the project for is inherently a cumulative impact analysis as the wastewater model includes existing and proposed future development as anticipated in the General Plan EIR. As summarized in Section 6.11 above, development associated with the project beyond that identified in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Buildout Scenario) would have the potential to reach the capacity of some localized sewer lines, specifically along Riley Road, Sibley Drive, and Glenn Road. Implementation of Mitigation Measure 3.11-2a would ensure local improvements would be constructed to maintain capacity in the sewer shed. The western project planning area north of Highway 50 is located within the 27-Inch Sewer Shed, which does not have capacity beyond the amount originally identified in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Buildout Scenario). Mitigation Measure 3.11-2b would require preparation of sewer studies for future projects and development and implementation of a Wastewater Conveyance Master Plan to allow for additional capacity. Impacts would be less than significant with mitigation. Therefore, the project's contribution to wastewater and stormwater impacts related to would be less than cumulative considerable. The cumulative effects would be less than significant (SEIR, page 4-10).

## Cumulative Electricity, Natural Gas, and Telecommunications Impacts

Future development associated with the project would be following more stringent energy efficiency standards, which would reduce the demand for energy use. In addition, compliance with General Plan Policies PFS 8.1.1 through PFS 8.1.5 would also ensure that adequate utilities services would be provided to the City's residents. Therefore, the project would not result in a new or greater contribution to cumulative effects related to dry utilities facilities beyond what was identified in the General Plan EIR. Thus, the project's contribution to substantial effects related to dry utilities facilities would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

## Mitigation Measure

No additional mitigation is required beyond compliance with most current energy efficiency standards and General Plan policies.

## FACTS IN SUPPORT OF FINDINGS

Implementation of the project would result in 6,046 housing additional units in the project planning area and reduction of 251,266 square feet of non-residential land use in the Folsom Plan Area. It is anticipated that the demand for electrical power, natural gas, and telecommunication services would be increased for residential use but would be decreased for non-residential use compared to what was evaluated in the General Plan EIR. As discussed in Impact 3.11-4 of the SEIR (pages 3.11-25 and 3.11-26), a Technical Dry Utilities Study was prepared for the Folsom Plan Area by Capitol Utilities Specialists in 2009. The study concluded that all the major dry utilities (natural gas, electric, telephone, and cable television) necessary to serve the FPASP either already exist on-site or are available adjacent to the site. Furthermore, SMUD, Pacific Gas and Electric Company, and AT&T and Comcast Communication have planned to construct additional electricity, natural gas, and telecommunication infrastructure to serve the Folsom Plan Area. Implementation of General Plan Policies PFS 8.1.1 through PFS 8.1.5 would ensure that adequate utilities services would be provided to the City's residents. Regulations, including State energy efficiency standards and building

regulations, have generally reduced the demand for energy on a per-unit basis compared to the industry standard when the General Plan EIR was prepared. It is reasonable to assume that the project would not result in a substantial increase in demand for dry utilities compared to what was evaluated in the General Plan EIR and planned for the Folsom Plan Area. The project would not require the relocation or construction of new or expanded dry utilities infrastructure that have not been evaluated in the General Plan EIR and have been planned for the Folsom Plan Area. Impacts would be less than significant. Therefore, the project's contribution to impacts related to electricity, natural gas, and telecommunications would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-10).

## 7 FINDINGS REGARDING ALTERNATIVES

### 7.1 ALTERNATIVES CONSIDERED BUT REJECTED IN THE SEIR

As described above, State CEQA Guidelines Section 15126.6(c) provides that the range of potential alternatives for the project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Alternatives that fail to meet the fundamental project purpose need not be addressed in detail in an EIR. (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1167.)

In determining what alternatives should be considered in an EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by lead agency decision-maker(s). (See Pub. Resources Code, § 21081(a)(3).) At the time of action on the project, the decision-maker(s) may consider evidence beyond that found in this EIR in addressing such determinations. The decision-maker(s), for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that basis provided that the decision-maker(s) adopts a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a reasonable balancing of the relevant economic, environmental, social, and other considerations supported by substantial evidence. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998.)

The EIR should also identify any alternatives that were considered by the lead agency but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination. The following two alternatives were considered in the SEIR but were not evaluated further:

- ▶ Reduced Units in the 27-inch Sewer Shed
- ▶ Relocated Units in the 27-inch Sewer Shed to 33-inch Sewer Shed

### 7.2 ALTERNATIVES CONSIDERED IN THE SEIR

Three alternatives, representing a range of reasonable alternatives to the proposed project, were selected for detailed analysis. The goal for evaluating these alternatives is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed project, while attaining most of the project objectives.

The following sections provide a general description of each alternative, its ability to meet the project objectives, and a qualitative discussion of its comparative environmental impacts. As provided in Section 15126.6(d) of the CEQA Guidelines, the significant effects of these alternatives are identified in less detail than the analysis of the proposed project in the SEIR.

#### Alternative 1: No Project

#### SUMMARY OF ALTERNATIVE

Under Alternative 1, the No Project Alternative, the City would continue to implement the adopted 2035 General Plan. No changes would be made to address the requirements of State law. Since the adoption of the 2035 General Plan, the City has been issued a RHNA by SACOG and is required by State law to address its housing needs in the 2021-2029 Housing Element. The General Plan land use and zoning designations would not be updated to address the City's housing needs under this alternative. The project planning area would retain the adopted General Plan land use and zoning designations.

The No Project Alternative would result in the continuation of existing conditions and planned development of the City. No new significant environmental impacts or an increased severity of environmental impacts identified in the 2035 General Plan EIR would occur under this alternative because it would retain the current General Plan land use and zoning designations.

## **FINDING**

No new significant environmental impacts or an increased severity of environmental impacts identified in the General Plan EIR would occur under this alternative because it would retain the current General Plan land use designations and policy provisions. Implementation of this alternative would reduce all identified impacts of the project. However, the No Project Alternative would not meet the project objectives. Therefore, the City of Folsom City Council rejects the No Project Alternative as undesirable as it fails the project's underlying purpose and does not meet any of the project objectives.

## **ANALYSIS**

The No Project Alternative would not include land use or zoning amendments to plan for additional housing in the City or meet the direction from the State to meet the City's RHNA for housing. As part of the Housing Element update the City is required to establish and maintain sufficient multi-family and mixed-use land available to meet the target housing demand at all income levels over an 8-year period. The City's RHNA obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to low- and very low-income households (collectively referred to as the lower-income RHNA). Program H-2 of the 2021-2029 Housing Element directs the City to strategically increase residential capacity in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas (Glenn and Iron Point light rail stations), and the FPASP Town Center to address the no net loss requirements (Draft SEIR, page 5-3).

Under this alternative, 2021-2029 Housing Element Program H-2 to increase opportunities for mixed-use and multi-family high density development would not be implemented and a new Transit Oriented Development overlay designation would not be established. This alternative would not include a roundabout prioritization policy in the General Plan that would promote reduced congestion and safety.

## **Alternative 2: Denser Development Alternative**

### **SUMMARY OF ALTERNATIVE**

Under Alternative 2, multi-family development in the Glenn Station and Central Business districts would be reduced, specifically the development within the City's 27-inch sewer shed, and instead multi-family development in the College/Broadstone, Iron Point Station district and the portion of the Glenn Station district outside the 27-inch sewer shed would be increased.

## **FINDING**

For the reasons set forth below and more fully described in Final SEIR and in the record of proceeding, the City of Folsom City Council finds that Alternative 2 is undesirable as it would result in greater impacts to aesthetics, air quality, energy, noise, population and housing, and public services. The City of Folsom City Council also finds that although this alternative would reduce impacts to the City's 27-inch sewer shed the Denser Development Alternative would have a greater impact on the City's 33-inch sewer shed. Therefore, the City of Folsom City Council declines to adopt this alternative pursuant to the standards in CEQA and the CEQA Guidelines.

---

## ANALYSIS

Denser development under Alternative 2 would result in an additional 49 units as part of the project. Although Alternative 2 would be consistent with the project objectives, Alternative 2 would not avoid the significant and unavoidable impacts identified in the General Plan EIR including aesthetics, air quality, cultural resources, greenhouse gas emissions, and noise (Draft SEIR, pages 5-4 through 5-7). As shown in Table 5-2 of the Draft SEIR Alternative 2 impacts to aesthetics, air quality, and noise would be increased under this alternative.

### Alternative 3: Folsom Plan Area Alternative

## SUMMARY OF ALTERNATIVE

Under the Folsom Plan Area Alternative all development proposed for the project needed to meet the target housing demand for the City's RHNA would be in the Folsom Plan Area. The Folsom Plan Area Alternative would include all proposed 6,046 additional multi-family residential units south of Highway 50 in the Folsom Plan Area. To achieve additional residential development in the Folsom Plan Area this alternative would allow for increased building height of two additional stories, higher density, and greater FAR on sites designated as part of the project in the FPASP for development. Therefore, overall development under this alternative would be denser and taller than currently permitted in the Folsom Plan Area.

## FINDING

For the reasons set forth below and more fully described in Final SEIR and in the record of proceeding, the City of Folsom City Council finds that Alternative 3 is undesirable as it would place all development in the Folsom Plan Area and thus would not meet the project objectives to increase opportunities for mixed-use and multi-family high density development in the East Bidwell Mixed Use Overlay or SACOG Transit Priority Areas. Additionally, the project objective to establish a new Transit Oriented Development Overlay would not be met. Therefore, the City of Folsom City Council declines to adopt this alternative pursuant to the standards in CEQA and the CEQA Guidelines.

## ANALYSIS

Program H-2 of the 2021-2029 Housing Element directs the City to strategically increase residential capacity in the East Bidwell Mixed Use Overlay, the SACOG Transit Priority Areas (Glenn and Iron Point light rail stations), and the FPASP Town Center to address the no net loss requirements. Alternative 3, would not meet the requirements of Program H-2 by increasing residential capacity only in the Folsom Plan Area. Furthermore, it would conflict with Program H-2, which states that the "City shall strive to disperse affordable housing opportunities and avoid fair housing issues related to overconcentration." Additionally, Alternative 3 would result in greater environmental impacts to aesthetics, air quality, greenhouse gas emissions, and noise and would not reduce the significant and unavoidable findings from the General Plan EIR for these issue areas (Draft SEIR, pages 5-7 through 5-10). See Table 5-2 of the Draft SEIR.

## **Exhibit 3**

Mitigation Monitoring and Reporting Program



# MITIGATION MONITORING AND REPORTING PROGRAM

## INTRODUCTION

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the SEIR identifies potential significant adverse impacts related to the project implementation, and mitigation measures have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the proposed project that includes amendments to General Plan, the Folsom Plan Area Specific Plan, and zoning code.

## PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to implementation of the project. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the impact, mitigation measures, monitoring responsibility, mitigation timing, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the SEIR. Mitigation measures that are referenced more than once in the Draft SEIR are not duplicated in the MMRP table.

## ROLES AND RESPONSIBILITIES

The City will oversee monitoring and documenting the implementation of mitigation measures, as applicable. Project applicants and construction contractors are responsible for fully understanding and effectively implementing all of the mitigation measures contained within this MMRP. Certain mitigation measures also will require that project applicants coordinate or consult with one or more other public agencies in implementing mitigation measures specified herein.

## CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP is required to be reported in writing. Modifications to the mitigation measure may be made by the responsible agency, subject to one of the following findings, and documented by evidence included in the public record:

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

OR,

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

## MITIGATION MONITORING AND REPORTING PROGRAM TABLE

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

- ▶ Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure.
- ▶ Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- ▶ Timing – This column identifies the time frame in which the mitigation will be implemented.
- ▶ Verification – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

**Mitigation Monitoring and Reporting Program**

Mitigation Measures	Implementation Responsibility	Timing	Verification
<b>Aesthetics</b>			
<p><b>*FPASP Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.</b> The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.</p>	<p>Project applicant(s) for any particular discretionary development application adjacent to U.S. 50.</p>	<p>Plans and specifications: before approval of grading plans and building permits,                      Construction: before the approval of occupancy permits associated with residential and commercial units.                      Maintenance: in perpetuity.</p>	
<p><b>*FPASP Mitigation Measure 3A.1-4: Screen Construction Staging Areas.</b> The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	<p>Project applicant(s) for any particular discretionary development application.</p>	<p>Before approval of grading plans and during construction for all project phases.</p>	
<p><b>*FPASP Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</b> To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> <li>▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In</li> </ul>	<p>Project applicant(s) for any particular discretionary development application.</p>	<p>Before approval of building permits.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none"> <li>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.</li> <li>▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.</li> <li>▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</li> <li>▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Plan Area Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.</li> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> <li>▶ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards.</li> </ul> <p>A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each</p>			

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>			
<b>Air Quality</b>			
<p><b>*FPASP Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</b> To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><i>Basic Construction Emission Control Practices</i></p> <ul style="list-style-type: none"> <li>▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.</li> <li>▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</li> </ul>	<p>Project applicant(s) for all project phases.</p>	<p>Before approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▶ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.</li> </ul> <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> <li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none"> <li>▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.</li> <li>▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.</li> </ul> <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none"> <li>▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted</li> </ul>			



Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40%opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> <li>▶ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</li> </ul>			
<p><b>*FPASP Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM<sub>10</sub> Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements.</b> Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM<sub>10</sub> to disclose what PM<sub>10</sub> concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM<sub>10</sub> emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be</p>	<p>All detailed, project-level analysis shall be performed and funded by the project applicant(s) for each discretionary development entitlement. All feasible mitigation shall be also funded by the project applicant(s).</p>	<p>Before the approval of all grading plans by the City.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.</p>			
<p><b>*FPASP Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</b> To reduce operational emissions, the project applicant for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use of wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	<p>Project applicant(s) for any particular discretionary development application.</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	
<p><b>*FPASP Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions</b></p> <p>The project applicant for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	<p>Project applicant(s) for any particular discretionary development.</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	
<p><b>*FPASP Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.</b> Implement SMAQMD Enhances Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NO<sub>x</sub> emissions generated by construction of off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).</p>	<p>Project applicant(s) responsible for construction for construction of each off-site element in Sacramento and El Dorado counties.</p>	<p>Before the approval of all grading plans from the respective air districts (i.e., SMAQMD or EDCAQMD).</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<b>Cultural and Tribal Cultural Resources</b>			
<p><b>*FPASP Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.</b> Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions:</p> <ul style="list-style-type: none"> <li>▶ Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist, and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate. The identification of sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.</li> <li>▶ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.</li> <li>▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resources Code and 36 CFR Part 800.</li> </ul>	<p>The applicable oversight agency and the project(s) (at the agency's discretion) of all project phases.</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▶ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.</li> <li>▶ To support the evaluation and treatment required under this mitigation measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.</li> <li>▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>			
<p><b>*FPASP Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</b> To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered.</li> <li>▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for <b>potential discovery of as-yet-unknown</b></li> </ul>	<p>Project applicant(s) of all project phases.</p>	<p>Before and during ground-disturbing activities.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</p> <ul style="list-style-type: none"> <li>▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>			
<p><b>*FPASP Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</b> In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the applicable county coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner’s findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification</p>	<p>Project applicant(s) of all project phases.</p>	<p>Upon the discovery of suspected human remains.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an MLD shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have at least 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <li>▶ record the site with the NAHC or the appropriate Information Center,</li> <li>▶ use an open-space or conservation zoning designation or easement, or</li> <li>▶ record a document with the county in which the property is located.</li> </ul> <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>			



Mitigation Measures	Implementation Responsibility	Timing	Verification
<b>Greenhouse Gas Emissions and Climate Change</b>			
<p><b>*FPASP Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-General GHG Emissions.</b> To further reduce construction-generated GHG emissions, the project applicant(s) for any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▪ Improve fuel efficiency from construction equipment;</li> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> </ul>	<p>Project applicant(s) during all discretionary development projects and on-site and off-site elements.</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development projects, including all on- and off-site elements and implementation throughout project construction.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> <li>▪ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▪ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOx] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).</li> <li>▪ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▪ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.</li> <li>▪ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> <li>▪ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).</li> <li>▪ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option</li> <li>▪ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▪ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).</li> <li>▪ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>			
<p><b>*FPASP Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions.</b> Each increment of new development within the project site requiring a discretionary approval (e.g., proposed tentative subdivision map, conditional use permit), shall be subject to a project-specific environmental review (which could support an applicable exemption, negative or mitigated</p>	<p>The project applicant(s) for any particular discretionary development.</p>	<p>Before approval of final maps and building permits for all project phases, including all on-site and off-site elements.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>negative declaration or project-specific EIR) and will require that GHG emissions from operation of each phase of development, including supporting roadway and infrastructure improvements that are part of the selected action alternative, will be reduced by an amount sufficient to achieve the 2020-based threshold of significance of 4.36 CO<sub>2</sub>e/SP/year for development that would become operational on or before the year 2020, and the 2030-based threshold of significance of 2.86 CO<sub>2</sub>e/SP/year for development that would become operational on or before the year 2030.</p> <p>The above-stated thresholds of significance may be subject to change if SMAQMD approves its own GHG significance thresholds, in which case, SMAQMD-adopted thresholds will be used. The amount of GHG reduction required to achieve the applicable significance thresholds will furthermore depend on existing and future regulatory measures (including those developed under AB 32).</p> <p>For each increment of new discretionary development, the City shall submit to the project applicant(s) a list of potentially feasible GHG reduction measures to be considered in the development design. The City's list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, available incentives, and thresholds of significance that may be developed by SMAQMD, which will evolve under the mandate of AB 32 and Executive Order S-3-05. If the project applicant(s) asserts it cannot meet the 2020-based goal, then the report shall also demonstrate why measures not selected are considered infeasible. The City shall review and ensure inclusion of the design features in the proposed project before applicant(s) can receive the City's discretionary approval for the any increment of development. In determining what measures should appropriately be imposed by the City under the circumstances, the City shall consider the following factors:</p> <ul style="list-style-type: none"> <li>▶ the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the SPA are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA;</li> <li>▶ the extent to which mobile-source GHG emissions, which at the time of writing this EIR/EIS comprise a substantial portion of the state's GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length;</li> <li>▶ the extent to which GHG emissions emitted by the mix of power generation operated by SMUD, the electrical utility that will serve the SPA, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans</li> </ul>			

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>adopted by the federal and state governments that reduce GHG emissions from power generation;</p> <ul style="list-style-type: none"> <li>▶ the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB's implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions;</li> <li>▶ the extent to which other mitigation measures imposed on the project to reduce other air pollutant emissions may also reduce GHG emissions;</li> <li>▶ the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and</li> <li>▶ whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs.</li> </ul> <p>In considering how much, and what kind of, mitigation is necessary in light of these factors, the City shall consider the following list of options, though the list is not intended to be exhaustive, as GHG emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer's Association (CAPCOA) white paper, CEQA &amp; Climate Change (CAPCOA 2009a); CAPCOA's Model policies for Greenhouse Gases in General Plans (CAPCOA 2009b); and the California Attorney General's Office publication, The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level (California Attorney General's Office 2008).</p> <p><i>Energy Efficiency</i></p> <ul style="list-style-type: none"> <li>▶ Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).</li> <li>▶ Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%).</li> <li>▶ Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.</li> </ul>			

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▶ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.</li> <li>▶ Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes</li> </ul> <p><i>Water Conservation and Efficiency</i></p> <ul style="list-style-type: none"> <li>▶ With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces.</li> <li>▶ Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.</li> <li>▶ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.</li> <li>▶ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.</li> <li>▶ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.</li> <li>▶ Provide education about water conservation and available programs and incentives.</li> <li>▶ To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers.</li> </ul> <p><i>Solid Waste Measures</i></p> <ul style="list-style-type: none"> <li>▶ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>▶ Provide interior and exterior storage areas for recyclables and green waste at all buildings.</li> <li>▶ Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.</li> </ul>			

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▶ Provide education and publicity about reducing waste and available recycling services.</li> </ul> <p><i>Transportation and Motor Vehicles</i></p> <ul style="list-style-type: none"> <li>▶ Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing).</li> <li>▶ Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).</li> <li>▶ At industrial and commercial land uses, all forklifts, "yard trucks," or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.</li> </ul>			
<p><b>*FPASP Mitigation Measure 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.</b> The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the Urban Wood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within</p>	<p>The project applicant(s) for any particular discretionary development application.</p>	<p>Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.</p>	



Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.</p>			
<b>Noise and Vibration</b>			
<p><b>Mitigation Measure 3.7-1: Construction Noise Reduction Measure</b>                      Add new Implementation Program SN-2 17 Construction Noise Reduction:</p> <ul style="list-style-type: none"> <li>▶ The City shall require the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA Leq at the nearest receptors:                             <ul style="list-style-type: none"> <li>▪ To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.</li> <li>▪ Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses.</li> <li>▪ For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.</li> <li>▪ Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.</li> <li>▪ Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.</li> </ul> </li> </ul>	<p>City of Folsom to adopt implementation measure.</p> <p>Project applicant(s) to implement requirements of the program.</p>	<p>Noise reduction measures shall be specified to project construction of individual projects.</p> <p>Noise reduction measures shall be implemented during construction of individual projects.</p>	
<p><b>*FPASP Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise Near Sensitive Receptors.</b> To reduce impacts associated with noise generated during project-related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The <b>project applicant(s)</b> and <b>primary construction contractor(s)</b></p>	<p>Project applicant(s) and primary contractor(s) of all project phases.</p>	<p>Before and during construction activities on the SPA and within El Dorado Hills.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> <li>▶ Noise-generating construction operations shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays.</li> <li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</li> <li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> <li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).</li> <li>▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.</li> <li>▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</li> <li>▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).</li> <li>▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise attenuating buffers such as structures, truck trailers,</li> </ul>			

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</p> <ul style="list-style-type: none"> <li>▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.</li> </ul>			
<p><b>Mitigation Measure 3.7-2: Develop and Implement a Vibration Damage Control Plan</b> Add new Implementation Program SN-18 Construction Vibration Reduction:</p> <ul style="list-style-type: none"> <li>▶ The City shall apply this Implementation Program to construction activity involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to reduce the potential for structural damage.</li> <li>▶ Require project applicants with projects that involve pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:             <ul style="list-style-type: none"> <li>▪ To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determined.</li> <li>▪ All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.</li> <li>▪ Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or</li> </ul> </li> </ul>	<p>City of Folsom to adopt implementation measure.</p> <p>Project applicant(s) to implement requirements of the program.</p>	<p>Vibration reduction measures shall be implemented during construction of individual projects.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.</p> <ul style="list-style-type: none"> <li>▪ Limit pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.</li> <li>▪ Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.</li> <li>▪ Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.</li> </ul> <p>Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.</p>			
<p><b>*FPASP Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities</b></p> <ul style="list-style-type: none"> <li>▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.</li> <li>▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.</li> <li>▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.</li> <li>▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.</li> <li>▶ Each blast shall be monitored and documented for groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.</li> </ul>	<p>Project applicant(s) and primary contractor(s) of all project phases.</p>	<p>Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento.</p>	
<p><b>*FPASP Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-site Roadways.</b> To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:</p> <ul style="list-style-type: none"> <li>▶ Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound</li> </ul>	<p>Project applicant(s) of all project phases</p>	<p>During project construction activities at noise-sensitive receptors on the SPA; at the existing noise-sensitive receptors on Empire Ranch Road from Broadstone Parkway to Iron Point Road; and at the existing noise-sensitive receptors on Latrobe Road from White Rock Road to Golden Foothills Parkway.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).</p> <ul style="list-style-type: none"> <li>▶ Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:                             <ul style="list-style-type: none"> <li>▪ limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;</li> <li>▪ constructing exterior sound walls;</li> <li>▪ constructing barrier walls and/or berms with vegetation;</li> <li>▪ using “quiet pavement” (e.g., rubberized asphalt) construction methods on local roadways; and,</li> <li>▪ using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).</li> </ul> </li> </ul>			
<p><b>Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise</b>                      Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction:</p> <ul style="list-style-type: none"> <li>▶ The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Noise reduction measures may include, but are not limited to:                             <ul style="list-style-type: none"> <li>▪ Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.</li> </ul> </li> </ul>	<p>City of Folsom to adopt implementation measure.</p> <p>Project applicant(s) to implement requirements of the program.</p>	<p>An acoustical assessment shall be prepared prior to project construction.</p> <p>Heating, ventilation and cooling noise measures shall be implemented prior to occupancy.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<ul style="list-style-type: none"> <li>▪ Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.</li> <li>▪ Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.</li> </ul>			
<p><b>*FPASP Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</b> The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> <li>▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.</li> <li>▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</li> <li>▶ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> <li>▶ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land</li> </ul>	<p>Project applicant(s) of all project phases.</p>	<p>Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.</p>	



Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</p>			
<b>Utilities and Service Systems</b>			
<p><b>Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed</b>                      Future development in the 33-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and <del>er</del> construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 33-inch shed within the project area.</p>	<p>City of Folsom</p>	<p>Prior to development on parcels in the 33-inch sewer shed.</p>	
<p><b>Mitigation Measure 3.11-2b Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed</b>                      To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.                      The Wastewater Conveyance Master Plan shall identify the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▶ construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,</li> <li>▶ construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,</li> <li>▶ upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and</li> <li>▶ identification of addition localized sewer improvements.</li> </ul>	<p>City of Folsom</p>	<p>Prior to development on parcels in the 27-inch sewer shed.</p>	

Mitigation Measures	Implementation Responsibility	Timing	Verification
<p>Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future development that increases wastewater generation beyond that analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) in the 27-inch Shed.</p> <p>Future development in the 27-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 27-inch shed within the project area.</p>			

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

## ATTACHMENT 2

A Resolution of the City Council of the City of Folsom Amending the 2035  
City of Folsom General Plan as it Relates to the Increased Residential  
Capacity Project and Related Actions.

**RESOLUTION NO. 11251**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM AMENDING  
THE CITY OF FOLSOM 2035 GENERAL PLAN AS IT RELATES TO THE  
INCREASED RESIDENTIAL CAPACITY PROJECT AND RELATED ACTIONS**

**WHEREAS**, the Planning Commission on July 24, 2024, held a public hearing on proposed General Plan Amendment as it relates to the City of Folsom 2035 General Plan Amendments for the Increased Residential Capacity Project (“Project”), considered public comments, and based on the information and analysis provided determined that the project is consistent with the goals, policies, and objectives of the City of Folsom General Plan; and

**WHEREAS**, the proposed Project implements General Plan Housing Element Program H-2 to increase housing capacity for mixed-use, multi-family, and affordable development in three targeted areas of the city: the East Bidwell Street corridor, the transit priority areas around the Glenn and Iron Point light rail stations, and the Folsom Plan Area, particularly the Folsom Town Center, south of Highway 50; and

**WHEREAS**, the proposed Project amends the Land Use Element of the General Plan, as shown in Exhibit 1 attached hereto, to establish a minimum density of 30 dwelling units per acre and maximum FAR of 2.0 in the three project targeted areas and amends the General Plan Land Use Map related to sites in the Folsom Plan Area to increase residential capacity, and will therefore help the City meet its lower income Regional Housing Needs Allocation (RHNA); and

**WHEREAS**, the proposed Project amends the Mobility Element of the General Plan, as shown in Exhibit 2 attached hereto, to include roundabout prioritization policies; and

**WHEREAS**, the proposed Project amends the Implementation Element of the General Plan, as shown in Exhibit 3 attached hereto, related to mobility, tribal cultural resources, noise, and vibration; and

**WHEREAS**, the proposed Project complies with the requirements of Government Code Section 65352.3 in that the City of Folsom has consulted with all tribes requesting consultation on the Project; and

**WHEREAS**, a Subsequent Environmental Impact Report has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), with the City as the lead agency; and

**WHEREAS**, a public scoping meeting to receive comments regarding the issues to be covered in the Draft SEIR was held on August 23, 2023, and the Draft SEIR for Project was circulated for public review from April 22, 2024 to June 6, 2024 pursuant to CEQA; and

**WHEREAS**, the City accepted verbal and written comments on the Draft SEIR and provided written responses in the Final SEIR to the comments received during the comment period referenced above for the Draft SEIR; and

**WHEREAS**, the Final SEIR for the Project was released on July 17, 2024; and

**WHEREAS**, the Planning Commission, at its regular meeting on July 24, 2024 considered the Final SEIR at a duly noticed public hearing prescribed by law, and recommended that the City Council certify the Final SEIR (including Findings of Fact) and approve the Project; and

**WHEREAS**, all notices have been given at the time and in the manner required by State Law and City Code; and

**WHEREAS**, following review and consideration of the Final SEIR for the Project, the City Council adopted Resolution No. 11250 on August 27, 2024 and certified the Final SEIR for the Project, and said Resolution (including Findings of Fact) is incorporated herein by reference; and

**WHEREAS**, the City Council has reviewed and considered the Project and associated proposed Folsom 2035 General Plan Amendments referenced above, and once adopted, will amend the 2035 General Plan.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that:

1. The above referenced recitals are true and correct and incorporated herein by reference.
2. If any section, subsection, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

**BE IT FURTHER RESOLVED** that the following amendment to the Folsom General Plan include the Land Use Element amendments as shown in Exhibit 1 attached hereto, Mobility Element amendments as shown in Exhibit 2 attached hereto, and Implementation Element amendments as shown in Exhibit 3 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 GENERAL PLAN AMENDMENTS AND SPECIFIC PLAN AMENDMENTS ARE CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE FOLSOM GENERAL PLAN AS PREVIOUSLY AMENDED.
- C. THE PROPOSED GENERAL PLAN AMENDMENTS COMPLY WITH THE REQUIREMENT OF THE GOVERNMENT CODE SECTION 65352.3 IN THAT THE CITY OF FOLSOM HAS CONSULTED WITH ALL TRIBES REQUESTING CONSULTATION ON THE PROPOSED PROJECT.

## **CEQA FINDINGS**

- D. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN ON JUNE 28, 2011.
- E. THE CITY, AS LEAD AGENCY, ALSO PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN ON AUGUST 28, 2018.
- F. A FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA, AND IMPLEMENTATION OF THE PROJECT WITH PROPOSED MITIGATION WOULD NOT RESULT IN ANY NEW SIGNIFICANT AND UNAVOIDABLE IMPACTS OR A SUBSTANTIALLY MORE SEVERE FINDING FOR AN IMPACT THAT WAS DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE IN THE 2035 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT.
- G. THE CITY COUNCIL HAS CONSIDERED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT BEFORE MAKING A DECISION REGARDING THE PROJECT.
- H. THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT REFLECTS THE INDEPENDENT JUDGEMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- I. THE CITY COUNCIL HAS REVIEWED AND CONSIDERED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT, AND FINDS THAT THE PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN



MITIGATED TO AN ACCEPTABLE LEVEL.

- J. THE CITY COUNCIL FINDS THAT THERE ARE PROJECT BENEFITS GIVEN THAT THE PROJECT FURTHERS THE GENERAL PLAN GOALS AND POLICES AS WELL AS THOSE OF THE CITY'S 2021-2029 HOUSING ELEMENT, AND ON THAT BASIS, THE CITY COUNCIL CERTIFIED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT, ADOPTED FINDINGS OF FACTS, AND ADOPTED A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT.
- K. THE LOCATION AND CUSTODIAN OF THE DOCUMENTS AND ALL MATERIALS CONSTITUTING THE RECORDS OF THE PROCEEDINGS ARE IDENTIFIED AS FOLLOWS: COMMUNITY DEVELOPMENT DEPARTMENT, CITY OF FOLSOM, 50 NATOMA STREET, FOLSOM, CA 95630 AND ARE AVAILABLE ON THE CITY'S WEBSITE AT: [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy).

#### **GENERAL PLAN AMENDMENT FINDINGS**

- L. THE PROPOSED AMENDMENTS TO THE GENERAL PLAN ARE IN THE PUBLIC INTEREST SINCE THE PROJECT DESIGNATES MORE LAND FOR HOUSING OPPORTUNITIES ESPECIALLY FOR THE CITY'S WORKFORCE AND LOWER-INCOME RESIDENTS.
- M. THE PROPOSED GENERAL PLAN LAND USE AMENDMENTS ARE CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE FOLSOM 2035 GENERAL PLAN
- N. THE PROPOSED GENERAL PLAN AMENDMENTS IMPLEMENT GENERAL PLAN HOUSING ELEMENT PROGRAM H-2 TO CREATE ADDITIONAL LOWER-INCOME HOUSING CAPACITY
- O. THE PROPOSED GENERAL PLAN AMENDMENTS WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.
- P. 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 PARTICULARLY AS IT RELATES TO INFILL, DEVELOPMENT IN DISTRICTS AND CORRIDORS AND DEVELOPMENT IN THE SOUTH OF 50 TOWN CENTER.
- Q. THE PROPOSED MOBILITY ELEMENT AMENDMENT IS CONSISTENT WITH

THE GOALS, POLICIES, AND OBJECTIVES OF THE MOBILITY ELEMENT OF THE CITY'S GENERAL PLAN SPECIFICALLY AS IT RELATES TO TRAFFIC, PEDESTRIAN AND BICYCLE SAFETY AS WELL AS LEVEL OF SERVICE.

R. THE PROPOSED GENERAL PLAN IMPLEMENTATION PROGRAMS ARE CONSISTENT WITH THE CITY'S GENERAL PLAN AND HELP THE CITY ACHIEVE ITS GENERAL PLAN GOALS AND POLICIES.

**Exhibits**

Exhibit 1: Land Use Element Amendments

Exhibit 2: Mobility Element Amendments

Exhibit 3: Implementation Element Amendments

**PASSED AND ADOPTED** this 27th day of August, 2024, 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 1: Land Use Element Amendments



## 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.





# 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.

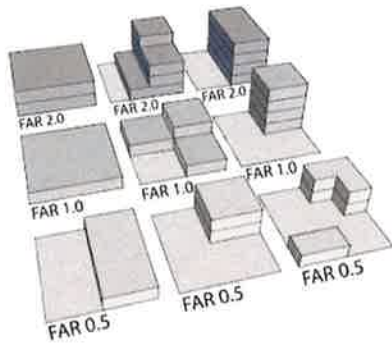
## Development Standards

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.

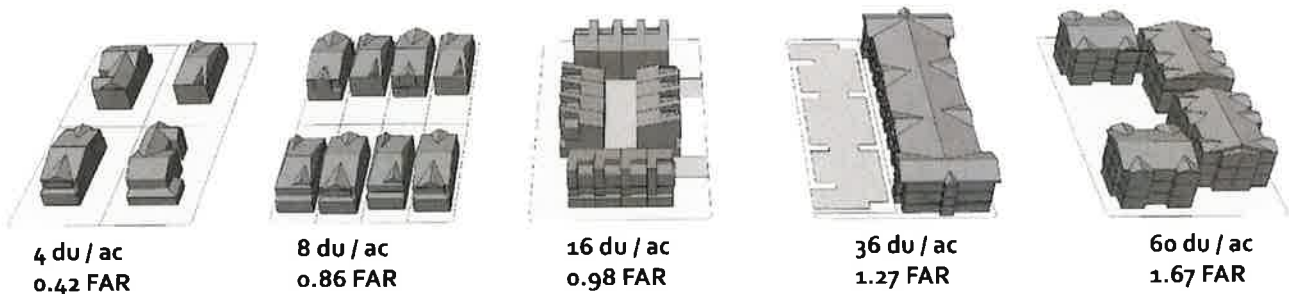
**Density.** Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre. Residential development that is part of a mixed-use development or standalone residential development within a mixed-use overlay designation, such as the East Bidwell Corridor Overlay, Transit-Oriented Development Overlay, or Town Center Overlay, is subject to the minimum density standard, but the maximum intensity of the development is based on the maximum floor area ratio rather than maximum density. 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 residential mixed-use development and nonresidential uses, such as commercial, office, 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 as well as standalone residential uses in an area with a mixed-use overlay designation, the FAR includes residential building square footage, and the development must meet both minimum residential density and maximum FAR 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 and variable residential densities. The diagram below correlates the residential densities and FARs across a range of housing types. Examples of housing developments across a spectrum of FARs and residential densities are shown on page 2-5.







## HOUSING DEVELOPMENT EXAMPLES



### Single Family Home

Folsom, CA

Density 3du/ac  
FAR 0.24



### Single Family McKinnley Village

Sacramento, CA

Density 12 du/ac  
FAR 0.8



### Courtyard Townhomes Mission Meridian Village

South Pasadena, CA

Density 40 du/ac  
FAR 1.65



### Legacy at Livermore

Mixed-Use  
Livermore, CA

14,000 SF Commercial  
Density 55 du/ac  
FAR 2.32



### Element 79 Apartments

El Dorado Hills, CA

Density 47 du/ac  
FAR 2.13



### Annex on Main Street

100% Affordable

Roseville, CA

Density 56 du/ac  
FAR 1.6

## Land Use Designations

Table LU-1: Residential Designations	Density/Intensity Range*
<p><b>Single Family (SF)</b></p> <p>This designation provides for single-family detached homes.</p>	<p>2-4 Dwelling Units per Acre</p>
<p><b>Single Family High Density (SFHD)</b></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><b>Multifamily Low Density (MLD)</b></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><b>Multifamily Medium Density (MMD)</b></p> <p>This designation provides for multifamily residential units, including townhouses, condominiums, and apartments.</p>	<p>12-20 Dwelling Units per Acre</p>
<p><b>Multifamily High Density (MHD)</b></p> <p>This designation provides for multifamily residential units in apartment buildings.</p>	<p>20-30 Dwelling Units per Acre</p>



<b>Table LU-2: Commercial Designations</b>		<b>Density/Intensity Range*</b>
	<p><b>General Commercial (GC)</b></p> <p>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.</p>	FAR: 0.2-0.5
	<p><b>Community Commercial (CC)</b></p> <p>This designation provides for community-based retail and service uses intended to serve residential neighborhoods within the city.</p>	FAR: 0.2-0.5
	<p><b>Regional Commercial Center (RCC)</b></p> <p>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.</p>	FAR: 0.2-1.0
	<p><b>Auto-Oriented Commercial (AOC)</b></p> <p>This designation provides for vehicular sales and service.</p>	FAR: 0.1-0.3
<b>Table LU-3: Mixed-Use Designations</b>		<b>Density/Intensity Range*</b>
	<p><b>Mixed-Use (MU)</b></p> <p>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.</p>	20-30 Dwelling Units per Acre FAR: 0.5-1.5
	<p><b>Historic Folsom Mixed-Use (HF)</b></p> <p>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.</p>	20-30 Dwelling Units per Acre FAR: 0.5-2.0

<b>Table LU-4: Employment/Industrial Designations</b>		<b>Density/Intensity Range*</b>
<b>Industrial/Office Park (IND)</b>	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
<b>Professional Office (PO)</b>	This designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses.	FAR: 0.2-0.5
<b>Table LU-5: Public Designations</b>		<b>Density/Intensity Range*</b>
<b>Public and Quasi-Public Facility (PQP)</b>	This designation supports the needs of the community by providing for governmental, civic, cultural, health, education, and infrastructure uses.	FAR: 0.2-1.0
<b>Parks (P)</b>	The Parks land use designation provides for active and passive recreational opportunities in Folsom.	FAR: 0.0-0.1
<b>Open Space (OS)</b>	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*
<p><b>East Bidwell Corridor (EBC) Overlay</b></p> <p>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.</p> <p>For mixed-use development that includes residential uses as well as standalone residential developments within this overlay, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR.</p>	<p>FAR: 0.2-1.5</p> <p>Minimum Density: 30 du/acre</p>
<p><b>Folsom Boulevard Transit-Oriented Development (TOD) Overlay</b></p> <p>This overlay designation allows property owners along the Folsom Boulevard corridor, anchored by Glenn and Iron Point light rail stations, to develop sites with higher intensity residential or mixed-use projects to capitalize on the proximity to high-frequency transit service. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR standards.</p>	<p>FAR: 0.2-2.0</p> <p>Minimum Density: 30 du/acre</p>
<p><b>Folsom Plan Area Specific Plan Town Center (TC) Overlay Combining District</b></p> <p>This overlay designation allows property owners in the Town Center district of the Folsom Plan Area to develop Multifamily High Density (MHD) and Mixed-Use (MU) zoned sites at a higher intensity to capitalize on the proximity to planned commercial centers and high-frequency transit service. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR.</p>	<p>FAR: 0.2-2.0</p> <p>Minimum Density: 30 du/acre</p>

**\*Note:** Density or FAR calculations that result in a fractional number due to the lot size shall be rounded to the closest whole number. For example, a project site with a density of 7.5 du/ac would be rounded to a density of 8.0 du/ac while a project with a density of 7.2 du/ac would be rounded to 7 du/ac.

## 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.

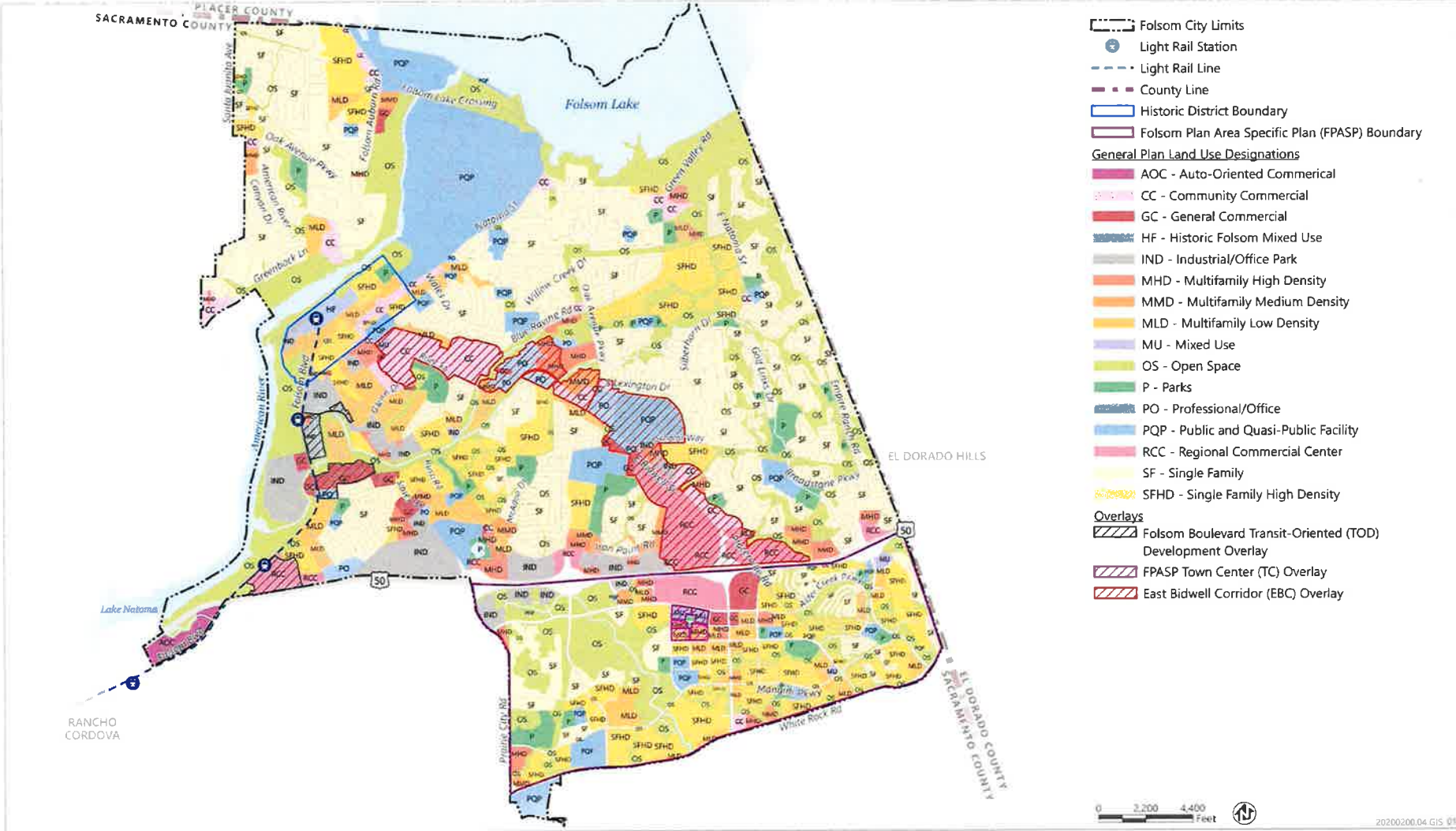
The area south of White Rock Road within the General Plan Planning Area is outside the city limits and Sphere of Influence, and within unincorporated Sacramento County. The area largely consists of grazing land, but also includes gravel quarries and a section of the Prairie City State Vehicular Recreation 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.



*This page is intentionally left blank.*

Figure LU-1: Land Use Diagram



*This page is intentionally left blank.*

# 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**

**LU 1.1.17 Infill Below Minimum Standards**

The City shall allow renovations and expansions of existing development that fall below the allowed minimum density or floor area ratio (FAR), provided that the density or FAR is not reduced. **RDR**

**LU 1.1.18 Interim Zoning Consistency**

In areas where zoning has not been brought into conformity with the General Plan, the City shall allow property owners to develop consistent with the existing zoning if only a ministerial permit is required. For property owners requiring a discretionary permit, the City shall allow property owners to either:

- (1) Develop consistent with the existing zoning, provided the City makes a finding that approval of the project would not interfere with the long-term development of the area consistent with the General Plan, or





- (2) Develop under the General Plan designation, in which case the City will facilitate rezoning consistent with the General Plan. **RDR**

**LU 1.1.19 Development Intensity at Less than the Minimum Floor Area Ratio**

The City shall permit development at less than the required minimum FAR if only a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that:

- (1) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or
- (2) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or
- (3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or
- (4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as slopes or wetlands, or
- (5) the site is less than one acre and the project includes commercial uses. **RDR**

**LU 1.1.20 General Plan Density Regulations for Mixed-Density Projects**

Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the City may, at the discretion of the Community Development Director, apply the applicable density or FAR range of the Specific Plan Land Use Designation to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be developed at densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowable range. **RDR**

# Urban Centers

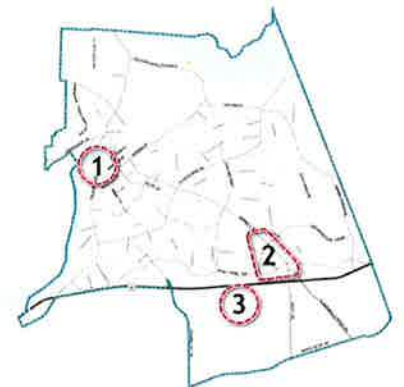
In 2015, Folsom is a city with two distinct urban centers. Historic Folsom, the long-time heart of the city, is the first urban center. The Broadstone District, with the Palladio at the center, is a newer urban town center. Between now and 2035 the South of Highway 50 Town Center will begin construction. 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.



1. Historic Folsom; 2. Broadstone District; 3. South of Highway 50 Town Center



## 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. In order to execute the vision of the Town Center as a thriving urban center, the TC overlay combining district allows for higher intensity development on mixed-use and high-density residential sites as shown on the Land Use Diagram.

## 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. 

#### 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. 

#### 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. 





**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** 🌐

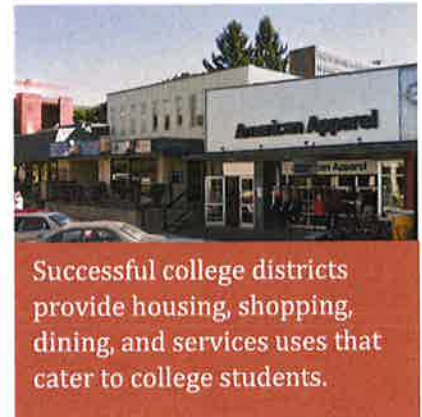
Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road. **RDR**

**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 adjacent to the Broadstone District that includes higher density residential, retail, and daily service uses for employees and residents as well as 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. The Folsom Boulevard TOD overlay, as shown on the Land Use Diagram, allows for higher intensity, mixed-use and residential development along the Gold Line light rail around Glenn Station and Iron Point Station.



## 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.

## 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
<b>Mixed Use Residential</b>	<ul style="list-style-type: none"> <li>At least 75% of total building square footage for residential use</li> <li>Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>A Transit Priority Project as defined below</li> </ul>	<p>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.</p>
<b>Transit Priority Project</b>	<ul style="list-style-type: none"> <li>At least 50% of total building square footage for residential use OR</li> <li>If 26–50% of total building square footage is non-residential, a minimum FAR of 0.75</li> <li>Minimum net density of 20 du/acre</li> <li>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)</li> <li>Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS</li> </ul>	<p>Benefits described above PLUS option to review under a “Sustainable Communities Environmental Assessment”</p> <ul style="list-style-type: none"> <li>An Initial Study is prepared identifying significant or potentially significant impacts.</li> <li>Where the lead agency determines that cumulative impacts have been addressed and mitigated in the MTP/SCS, they will not be “considerable.”</li> <li>Off-site alternatives do not need to be addressed.</li> <li>Deferential review standard – the burden of proof for legal challenge is on the petitioner/plaintiff.</li> <li>Traffic control/mitigation may be covered by the MTP/SCS.</li> </ul>
<b>Sustainable Communities Project</b>	<p>Everything for Transit Priority Project PLUS:</p> <ul style="list-style-type: none"> <li>Served by existing utilities</li> <li>Does not contain wetlands or riparian areas</li> <li>Does not have significant value as a wildlife habitat and does not harm any protected species</li> <li>Not on the Cortese List</li> <li>Not on developed open space</li> <li>No impacts to historic resources</li> <li>No risks from hazardous substances</li> <li>No wildfire, seismic, flood, public health risk</li> <li>15% more energy-efficient than CA requirements and 25% more water-efficient than average for community</li> <li>No more than 8 acres</li> <li>No more than 200 units</li> <li>No building greater than 75,000 square feet</li> <li>No net loss of affordable housing</li> <li>Compatible with surrounding industrial uses</li> <li>Within 1/2-mile of rail/ferry or 1/4-mile of high quality bus line</li> <li>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</li> </ul>	<p>Exempt from CEQA</p>

**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, shuttles to nearby parking, shared parking, or the use of transit passes for employees and residents. **SO**

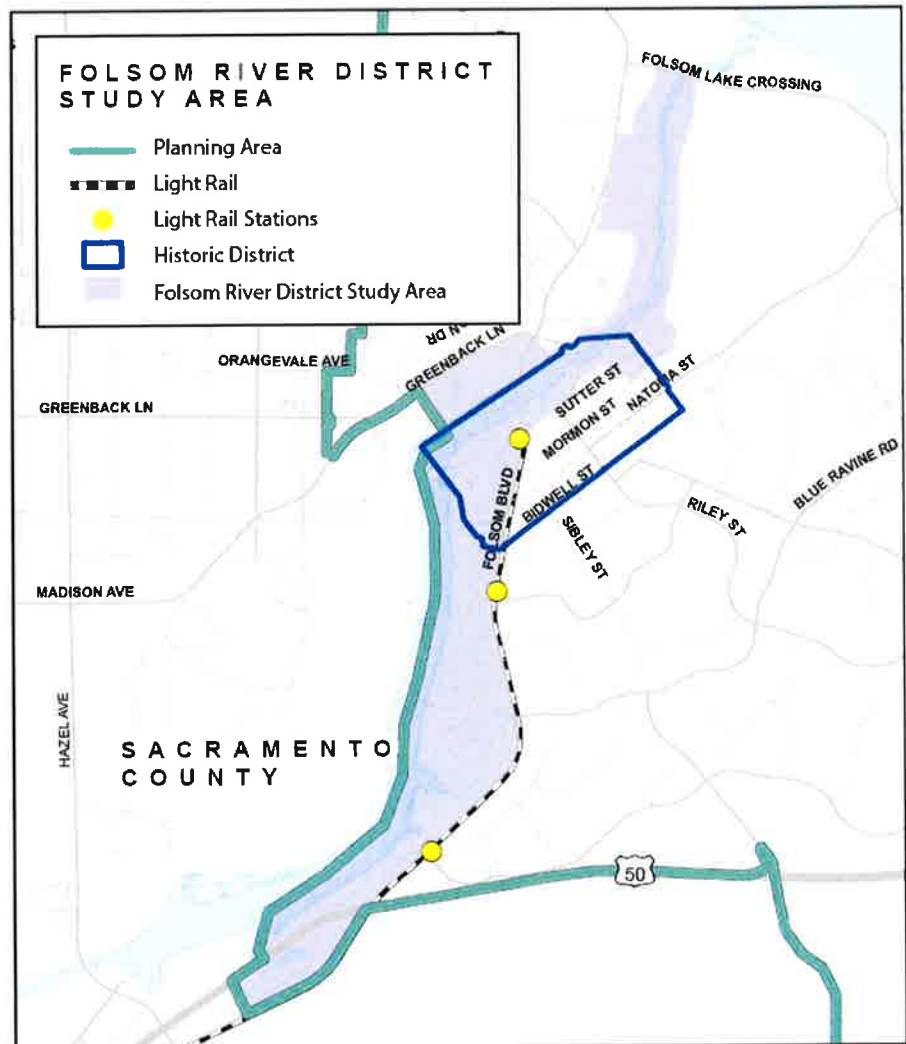
**LU 4.1.7 Corporation Yard Special Study**

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. 


### 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. 

### 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. 

### 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. 





# 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. **MPSRDR**

# 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.

**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**

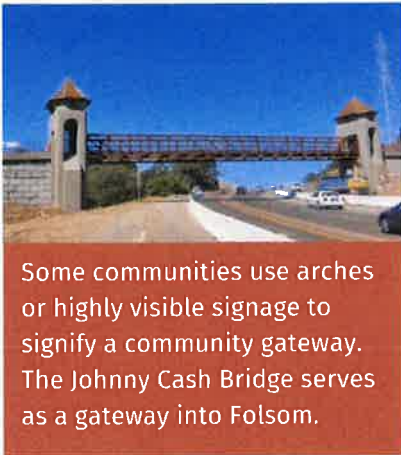


Exhibit 2: Mobility Element Amendments



## 3 Mobility

This Element contains goals, policies, and implementation programs that ensure a safe, efficient, and convenient transportation network for Folsom residents and visitors. Folsom's transportation network is designed to serve all modes, including walking, bicycling, driving, and riding mass transit. A strong transportation road network supports local business and industry, and trails and paths provide facilities for passive recreation.

*This page is intentionally left blank.*



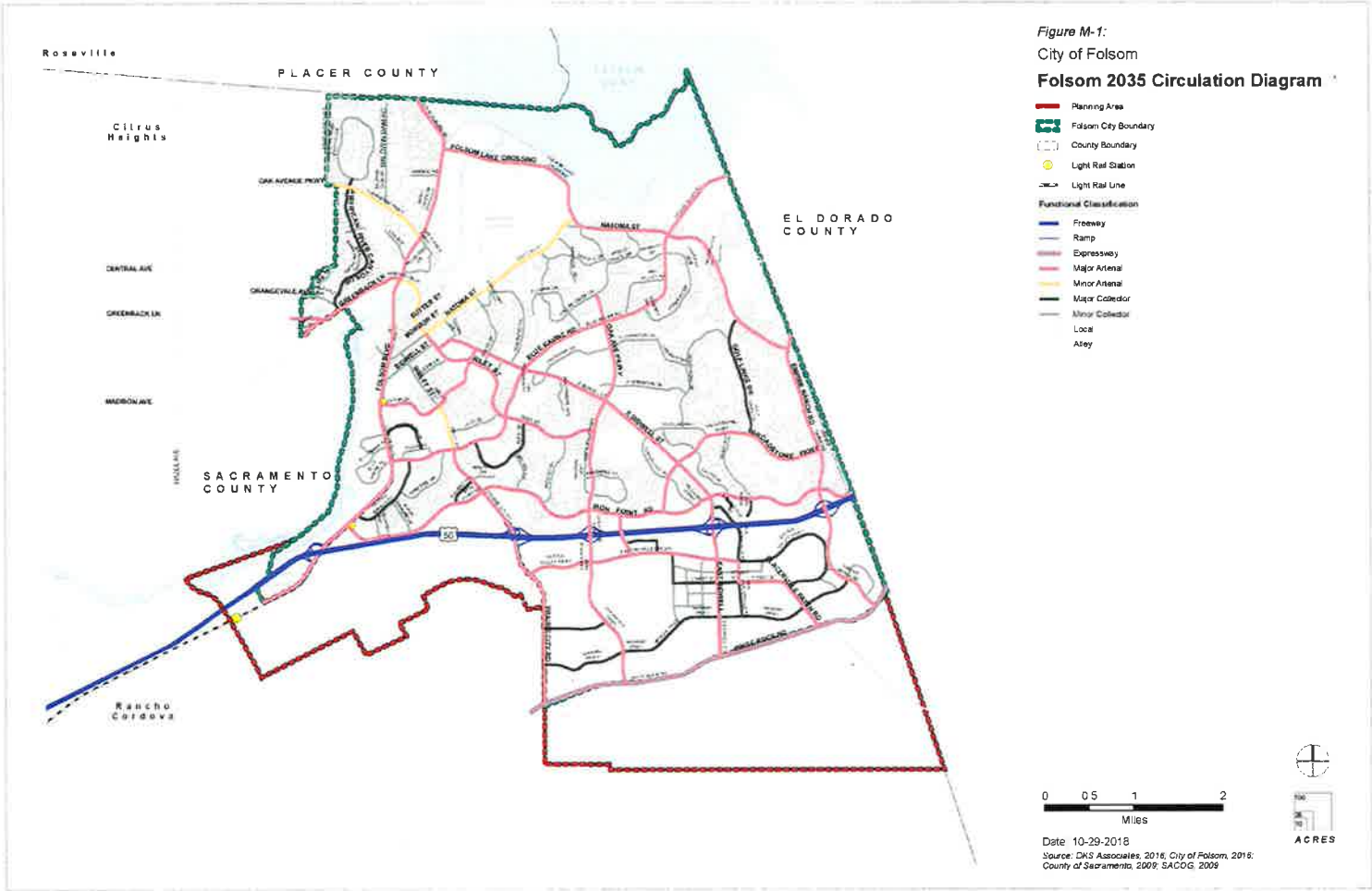
# General Mobility

Folsom's transportation system serves both regional and local travel needs across a broad spectrum of modes. A multi-modal transportation system can relieve roadway congestion, better serve the needs of all residents, and improve the health and well-being of those who choose to walk and ride a bicycle. Folsom uses a complete streets approach to the design of its transportation facilities. Complete streets are designed with all users in mind, and may include sidewalks, bikeways, dedicated transit lanes, light rail service, and intersections with enhanced safety features for bicyclists and pedestrians. Policies in this section guide the overall provision of a balanced multi-modal system of transportation facilities and services in Folsom.

Figure M-1 shows the General Plan Circulation Diagram depicting the roadway classifications used in Folsom.

*This page is intentionally left blank.*

# Figure M-1: Circulation Diagram



*This page is intentionally left blank.*

## Goal M 1.1

Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.

### M 1.1.1 Complete Streets

Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods. **SO**

### M 1.1.2 Adequate Rights-of-Way

Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. **SO**

### M 1.1.3 Accessibility

Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act. **SO**

### M 1.1.4 Existing Streets Retrofits

Actively pursue funding to enhance existing streets and intersections with bikeways, sidewalks, roundabouts, and exclusive transit lanes, where these facilities are designated in the Bikeway Master Plan, Pedestrian Master Plan, Transit Master Plan, or by General Plan Policy.

### What are Complete Streets?

Complete streets are streets designed with all users in mind. There is no one single design for a complete street; complete streets are context-sensitive and respond to the needs of users at a particular location. Complete streets may include sidewalks, bike lanes, transit lanes, frequent crossings, narrow automobile lanes, median islands, curb extensions, roundabouts, and other transportation facilities. Complete streets make it easy for Folsom residents to use transportation modes other than a car, resulting in a healthier, happier city.

### What is Transportation System Management?

Transportation system management (TSM) is a cost-effective planning tool that increases the efficiency of the transportation system by providing strategies that include: intersection improvements, freeway bottleneck reduction, and special event traffic strategies.




### What are Intelligent Transportation Systems?

Intelligent transportation systems (ITS) use technology to effectively manage traffic flows in real time and help people make smart travel choices. Many systems are already in use around the world, including traffic control centers, real-time bus and train arrival information, and real-time traffic visualizations on online applications such as Google Maps. Agencies are rapidly developing new technologies that will continue to improve transportation networks without building or widening roads.


### What is Transportation Demand Management?

Transportation Demand Management helps people walk, bike, ride transit, and telecommute using incentives, information, and encouragement programs.


#### M 1.1.5 Connected Neighborhoods

Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles. 



#### M 1.1.6 Intermodal Connections

Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots. 

#### M 1.1.7 Transportation System Management

Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips. 


#### M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan

Prepare, adopt, and maintain an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan.  

#### M 1.1.9 Transportation Demand Management

Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city. 

#### M 1.1.10 Facilities for Emerging Technologies

Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies. 

#### M.1.1.11 Historic Southern Pacific Rail Right-of-way

Facilitate use of the Southern Pacific Rail right-of-way for multi-modal transportation. 



# Pedestrians and Cyclists

Policies in this section support the development of facilities designed to keep cyclists and pedestrians safe while offering a convenient way of traversing Folsom. Folsom's existing pedestrian and bicycle network, particularly its trail system, is a significant community asset that contributes to Folsom's high quality of life. A walkable, bikeable community, designed at a pedestrian scale, encourages neighborhood interaction, and allows people to safely and easily reach local destinations such as schools, parks, and local commercial areas.

## Goal M 2.1

Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.

### M 2.1.1 Active Transportation Plan

Prepare, adopt, and maintain an active transportation plan that guides the development of a pedestrian and bikeway network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. **MPSP**

### M 2.1.2 New Sidewalks 🌐

Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed. **RDR**

### M 2.1.3 Pedestrian and Bicycle Linkages in New Development 🌐

Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities. **RDR**

### M 2.1.4 Sidewalk Network 🌐

Strive to fill gaps in the city's existing sidewalk network. **SO**

### M 2.1.5 Bicycle Facility Classifications

Maintain the following classification of bicycle facilities consisting of the following:

1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.

2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.
4. Class IV bikeways: bicycle-only paths, or “cycle tracks.” These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use. **SO**

**M 2.1.6 Design Guidelines**

Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible. **MPSP**

**M 2.1.7 Road Repair**

Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA). **SO**

**M 2.1.8 Bicycle Safety Education**

Provide public education on bicycle safety and encourage bicycle safety programs for cyclists and motorists. **MPSP**



**M 2.1.9 Bicycle Parking**

Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses. **RDR**


**M 2.1.10 Bicycle Parking at City Facilities**

Provide bicycle parking at all City parks and public facilities (e.g., library, City Hall) sufficient to accommodate anticipated demand for spaces. **SO**


**M 2.1.11 Trail Network**

Develop a continuous, interconnected system of trails and bikeways.  


**M 2.1.12 American River Parkway**

Coordinate with Sacramento County and the California Department of Parks and Recreation to preserve, enhance, and expand bicycle trails and pedestrian paths along the American River Parkway. 


**M 2.1.13 Intersections**

Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes. 


**M 2.1.14 Funding **

Identify regional, State, and Federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs. 


**M 2.1.15 Safe Routes to School**

Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs. 

**M 2.1.16 Pedestrian and Bicycle Overpasses**

Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50. 

**M 2.1.17 Public Involvement**

Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs. 

## Transit

A robust transit network provides a host of community benefits. Each automobile trip replaced by a transit trip reduces wear and tear on the roads, reduces greenhouse gas emissions, and improves Folsom's air quality. Folsom needs its transit network to be a healthy, sustainable community. Folsom is currently served by Sacramento Regional Transit District (SacRT). SacRT provides Gold Line light rail service, with three stations within Folsom's city limits. The



Gold Line connects Folsom with downtown Sacramento. SacRT also operates bus routes that provide intra city transportation for Folsom residents. Policies in this section ensure that Folsom residents are well-served by public and private transportation options. This section also encourages planning efforts directed at maintaining current service levels while planning for future service growth.

**What is Hi-Bus Transit?**

“Hi-Bus” is high frequency bus service where buses travel either within a roadway right-of-way or on a separate facility that are designed to provide higher bus speeds and schedule reliability than typical local bus services. Such facilities and services are implemented in corridors with land uses that would provide significant ridership. Current (2017) study corridors for hi-bus include East Bidwell Street and Alder Creek Parkway.

**Goal M 3.1**

Support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel throughout the city and region.

**M 3.1.1 Access to Public Transit**

Strive to ensure that all residents have access to safe and convenient public transit options. **MPSP**

**M 3.1.2 Transit for Seniors and Persons with Disabilities**

Provide ADA-paratransit and/or on-demand transportation for seniors and persons with disabilities. **SO**

**M 3.1.3 Regional Transit Connectivity**

Coordinate with Sacramento Regional Transit and neighboring jurisdictions on fixed route connectivity and transfers to improve the transit system. **JP**

**M 3.1.4 Light Rail Double-Tracking**

Coordinate with Sacramento Regional Transit on possibilities for improving light rail headways through double-tracking. **JP**

**M 3.1.5 Extended Light Rail Service**

Coordinate with Sacramento Regional Transit on possibilities for extending light rail hours into the evening. **JP**

**M 3.1.6 “Hi-Bus” Transit Corridors**

Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated “study corridors” and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors. **MPSP**

**M 3.1.7 Transit to Key Locations**

Provide SacRT transit stops and associated amenities at key destinations in Folsom. **SO**

# Vehicular Traffic and Parking

Policies in this section provide for the needs of drivers of cars, trucks, and other vehicles on the streets that connect Folsom. These policies focus on ensuring safety and efficiency for motorists as well as community members using other transportation modes. Policies in this section also provide for convenient and appropriate vehicle parking facilities.

## Goal M 4.1

Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

### M 4.1.1 Road Network Hierarchy

Establish a hierarchy of roads consisting of the following:

1. Freeways or limited access highways. Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.
2. Expressways. Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
3. Arterial roads (or major streets). Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as “mobility,” rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) “major arterials”, which are typically divided four or six-lane roadways, and 2) “minor arterials,” which are typically undivided four-lane roadways.



4. Collector (or secondary) roads. Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as “through” roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) “major collectors,” which are typically two-lane roadways with center turn lanes, and 2) “minor collectors,” which are typically two-lane roadways without center turn lanes.
5. Local (or tertiary) roads. Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

**M 4.1.2 Roadway Maintenance**

Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers, and transit vehicles. The City shall implement a pavement management plan that considers warmer temperatures, heat waves, and urban heat island effects in material selection, and emphasize preventative maintenance to reduce costs associated with frequent road surface replacement. **SO**

**M 4.1.3 Level of Service**

Strive to achieve at least a traffic Level of Service “D” (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions, including roundabouts, that maximize efficiencies and safety. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, these situations will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better. **SO**

**M 4.1.4 Capital Southeast Connector**

Support the planning and construction of the Capital Southeast Connector. **IGC**

**M 4.1.5 Interchange Improvements**

Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges (or overcrossings) along Highway 50. **IGC**



**M 4.1.6 Capital Improvement Program**

Maintain and implement a three-year Capital Improvement Program (CIP) for road improvements. **FB**

**M 4.1.7 Landscape Maintenance Assessment Agreements**

Require the establishment of homeowners associations or landscaping and lighting districts for new developments adjacent to arterial roads to ensure that planting strips are constructed and properly maintained. **RDR**

**M 4.1.8 Energy Efficiency**

Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals. **SO**

**M 4.1.9 Autonomous Vehicles**

Monitor the development of autonomous vehicle technology and State and Federal regulations, actively participate in regional discussions regarding the potential effects of autonomous vehicles, and consider the local impacts of this new technology on signage, speed limits, signal timing, roadway design standards, and parking standards. **SO**

**M 4.1.10 Prioritization of Roundabouts**

Roundabouts are prioritized as the primary form of intersection control. During the planning and design of new transportation facilities, and when retrofitting existing intersections, an engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director. If roundabout control is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to, other traffic control alternatives. If other intersection controls are proposed in lieu of roundabout control, the engineering study shall demonstrate that the roundabout is physically infeasible and/or that the operations and the safety of the proposed alternative intersection are determined to achieve the same or better operations and/or offer longer-term advantages when compared to a roundabout intersection. **SO**

**M 4.1.11 Traffic Calming**

Continue to evaluate the need for and effectiveness of traffic calming measures, including roundabouts and lane narrowing, in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. When considering



intersection traffic control treatments, the prioritization of roundabouts per M 4.1.10 shall govern. **SO**

#### M 4.1.12 Local Road Safety Plan

The City shall create, adopt, and periodically update a Local Road Safety Plan (LRSP) to assess fatal and severe traffic collisions in an effort to identify countermeasures designed to reduce the frequency or severity of such collisions. An updated LRSP is required by the State in order for local agencies to qualify for Highway Safety Improvement Program (HSIP) program. **MPSP**

## Goal M 4.2

Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

#### M 4.2.1 Parking 🌐

Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation. **SO**

#### M 4.2.2 Reduce Minimum Parking Standards 🌐

Consider reducing parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high-density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation. Reduced parking standards must be supported by a demand analysis that supports the reduction. **RDR** **MPSP**

#### M 4.2.3 Shared Parking 🌐

Consider the use of shared parking programs as conditions of approval in mixed use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. Shared parking may reduce the amount of parking spaces needed in new developments. **RDR**

#### M 4.2.4 Electric Vehicle Charging Stations 🌐

Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units. **RDR**


# Goods Movement

The movement of goods is essential to Folsom's economic prosperity. Folsom's businesses need truck access to fill their shelves, and industry needs access to bring their goods to market. Folsom is not directly connected to freight rail lines or an airport; all of Folsom's goods are moved by truck. Policies in this section balance the efficient movement of goods with the impacts associated with truck traffic.


## Goal M 5.1

Provide an efficient system for goods movement that aids in the prosperity of industrial and commercial businesses while minimizing potentially adverse impacts to the rest of the community.


### M 5.1.1 Efficient Goods Movement

Support infrastructure improvements and the use of technology for the efficient movement of goods and connectivity to employment centers via roads in Folsom. 


### M 5.1.2 Off-Peak Deliveries

Encourage business owners to schedule deliveries at off-peak traffic periods in residential, commercial, or mixed-use areas. 


### M 5.1.3 Truck Routes

Maintain and update its commercial truck routes map as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community. 

### M 5.1.4 STAA Truck Routes

Maintain and update its Surface Transportation Assistance Act of 1982 (STAA) truck routes map to accommodate large trucks as part of the National Network while minimizing potential adverse impacts to the rest of the community. 

### M 5.1.5 Quarry Trucks

Work with the quarries in eastern Sacramento County to ensure safe and efficient routes through Folsom that do not disrupt neighborhoods and traffic patterns in the city. 



# Regional Coordination

Transportation systems rarely follow jurisdictional lines, and travelers expect to be able to move smoothly from one jurisdiction to the next. Several of the critical transportation facilities in Folsom, including the Gold Line Light Rail, Highway 50, and the American River Bike Trail, are operated by another agency. The policies in this section aim to ensure a strong connection between transportation networks in the region.

## Goal M 6.1

Maintain and increase cooperation between Folsom and neighboring jurisdictions, regional organizations, and relevant State agencies.

### M 6.1.1 State and Regional Communication

Maintain formal and informal lines of communication between State and regional agencies to ensure cooperation in the development of transportation systems and the implementation of State and regional transportation plans.



### M 6.1.2 Regional Bicycle and Pedestrian Consistency

Coordinate with SACOG to ensure SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan is consistent with the City's bicycle and pedestrian planning efforts.

### M 6.1.3 Support Zero- and Low-Emission Vehicle Adoption

The City shall continue to support rapid adoption of zero-emissions and low-emission vehicles by:

- installing public charging stations at City facilities,
- streamlining the permit-process for private electric vehicle charging stations (including home charging stations), and
- developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary).

# Transportation Funding

Transportation infrastructure and services require significant funding to build and maintain at a safe level. Much of the City's transportation budget comes from fees paid by real estate developers as a part of new projects. Larger projects, such as highway interchanges, require State and Federal funds. Policies in this section describe the ways Folsom can continue to fund its transportation infrastructure.

## Goal M 7.1

Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.

### M 7.1.1 New Development

Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals. **RDR**

### M 7.1.2 Fair Share for Transportation Infrastructure Improvements

Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services. **RDR**

### M 7.1.3 Funding Sources

Explore additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the City's transportation network. **FB**

*This page is intentionally left blank.*



## Exhibit 3: Implementation Element Amendments



# 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.

*This page is intentionally left blank.*

# 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 **SO**
- 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
- Intelligent Transportation Systems (ITS) Master Plan
- Arts and Cultural 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
- Folsom City Zoo Sanctuary Master Plan
- Open Space Management Plan
- Folsom Plan Area Open Space Management Plan
- Parks & Recreation Facilities Renovation Master Plan
- Local Road Safety 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><b>LU-1. Update the Zoning Ordinance</b></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. <b>RDR PSR</b></p>		X				X
Implements Policy(ies):	LU 1.1.1					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p><b>LU-2. Vacant and Underutilized Sites</b></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. <b>PSR PI</b></p>		X			X	
Implements Policy(ies):	LU 1.1.11					
Responsible Department(s)	Community Development					
Supporting Department(s)	Information Systems					
<p><b>LU-3. Corporation Yard Special Study</b></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. <b>MPSP</b></p>			X			
Implements Policy(ies):	LU 4.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p><b>LU-4. Property Owner Outreach on Overlay Designations</b></p> <p>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. <b>RDR PI</b></p>		X				X
Implements Policy(ies):	LU 3.1.1- 3.1.8, 4.1.1-4.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						



**Table 9-1: Land Use Implementation Programs**





		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>LU-5. River District Master Plan</b>		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. 						
Implements Policy(ies):	LU 5.1.1-5.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<b>LU-6 Adopt Green Building</b> 						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)						
<b>LU-7 Encourage Zero Net Energy</b>						X
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.						
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><b>M-1. Transportation Demand Management</b> </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. <b>MPSP</b></p>			X			
Implements Policy(ies):	M 1.1.9, NCR 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
<p><b>M-2. Intelligent Transportation Systems (ITS) Master Plan</b></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"> <li>• Installing closed-circuit television (CCTV) cameras at designated traffic signals as defined in the ITS Master Plan.</li> <li>• Collaborating with neighboring jurisdictions to develop ITS standards and specifications; participate in the Highway 50 Fiberoptic Interconnection Group (50-FIG).</li> <li>• Deploying Dynamic Message Signs (DMS) at major decision points and key traveler information locations.</li> <li>• Developing and maintain a Traffic Operations Center to facilitate the sharing of traffic information between City staff, the public, and neighboring agencies.</li> <li>• Creating an ITS Operations and Maintenance Plan, including steps for replacing legacy equipment and systems. <b>SO/MPSP</b></li> </ul>				X		
Implements Policy(ies):	M 1.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Information Systems					
<p><b>M-3. Electric Vehicle Charge Stations in Public Places</b> </p> <p>Develop and implement a citywide strategy to install electric vehicle charging stations in public places where people shop, dine, recreate, and gather. <b>MPSP</b></p>			X			
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					











<b>Table 9-2: Mobility Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>M-4. Electric Vehicle Charge Stations at City Facilities</b> 			X			
Explore options to install electric vehicle quick charge stations at City facilities. 						
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	Public Works					
Supporting Department(s)	Parks and Recreation					
<b>M-5. Active Transportation Plan</b>			X	X		
Review and update the Active Transportation Plan every five years to ensure it remains current and continues to provide sound guidance in creating bicycle and pedestrian links between Folsom’s destinations. 						
Implements Policy(ies):	M 2.1.1					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Public Works, Community Development					
<b>M-6. Bicycle Safety Education</b>						X
Continue to implement a bicycle-safety education program for cyclists and motorists. 						
Implements Policy(ies):	M.2.1.9					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Public Works, Police Department					

Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>M-7. Bicycle and Pedestrian Improvements</b> </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"> <li>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></li> <li>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.  </li> </ul>						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					
<p><b>M-8. Safe Routes to School</b></p> <p>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. </p>						X
Implements Policy(ies):	M 2.1.16					
Responsible Department(s)	Public Works, Parks and Recreation					
Supporting Department(s)	Community Development					



<b>Table 9-2: Mobility Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>M-9. Capital Southeast Connector</b></p> <p>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. <b>IGC</b></p>						X
Implements Policy(ies):	M 4.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
<p><b>M-10. Parking Standards</b></p> <p>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. <b>RDR</b></p>		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)						
<p><b>M-11. Commercial Truck Routes</b></p> <p>Review and update its commercial truck routes map to ensure it meets the economic needs of the community and includes STAA routes. <b>MPSP</b></p>		X				
Implements Policy(ies):	M 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
<p><b>M-12. Quarry Truck Management Plan</b></p> <p>Maintain and implement a Quarry Truck Management Plan. <b>MPSP</b></p>					X	
Implements Policy(ies):	M 5.1.5					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

<b>Table 9-2: Mobility Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>M-13. Local Road Safety Plan</b>			X			X
Adopt a Local Road Safety Plan, and regularly update it to include current traffic collision data.						
Implements Policy(ies)	M 4.1.12					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

<b>Table 9-3: Economic Prosperity Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>EP-1. Industry Cluster Analysis</b>		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. <b>MPSP</b>						
Implements Policy(ies):	EP 2.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)	Community Development					
<b>EP-2. Customer Service Survey</b>		X				
Develop and implement a customer service survey to better understand the customer service relationship between the City and business community. <b>MPSP</b>						
Implements Policy(ies):	EP 3.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)						
<b>EP-3. Folsom Accelerated Small Tenant Improvement Review (FASTIR)</b>						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. <b>RDR</b>						
Implements Policy(ies):	EP 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						

**Table 9-3: Economic Prosperity Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>EP-4. Inventory of Developable Sites</b>						X
Develop and maintain an inventory of developable sites to encourage the development of key new industries. <b>MPSP</b>						
Implements Policy(ies):	EP 3.2.1					
Responsible Department(s)	Community Development					
Supporting Department(s)	Information Systems					
<b>EP-5. Folsom Tourism Bureau</b>						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. <b>JP</b>						
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
<b>NCR-1. Urban Forest Plan</b>			X			
Develop and maintain an Urban Forest Plan. <b>MPSP</b>						
Implements Policy(ies):	NCR 1.1.8					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<b>NCR-2. Maintain GHG Emissions Inventory</b>			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)						



Table 9-4: Natural and Cultural Resources Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>NCR-3. Creek Week</b>					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)						
<b>NCR-4. Cultural Resources Inventory</b>						X
Maintain and implement a cultural resource inventory to identify, evaluate, register, and protect Folsom’s cultural resources. <b>MPSP</b>						
Implements Policy(ies):	NCR 5.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<b>NCR-5. Historic Preservation Master Plan</b>						X
Maintain and implement the Historic Preservation Master Plan. <b>MPSP</b>						
Implements Policy(ies):	NCR 5.1.1, NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<b>NCR 6: Lighting Design Standards</b>			X			
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.						
To reduce impacts associated with light and glare, the City will require the following lighting standards:						
<ul style="list-style-type: none"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>• 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.</li> <li>• 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</li> </ul>						



<b>Table 9-4: Natural and Cultural Resources Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>facilities, the City will use the best light and glare control technology feasible, along with sensitive site design.</p> <ul style="list-style-type: none"> <li>Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</li> </ul>						
Implements Policy(ies):	NCR 2.1.3.					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<p><b>NCR 7: Management of Inadvertently Discovered Cultural Resources</b></p> <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"> <li>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.</li> <li>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.</li> </ul>		X				
Implements Policy(ies):	NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					

<b>Table 9-4: Natural and Cultural Resources Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>NCR 8: Management of Paleontological Resources</b></p> <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>		X				
Implements Policy(ies):	NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<p><b>NCR 9: Management of Tribal Cultural Resources</b></p> <p>Should any indications of possible tribal cultural resources (TCRs), such as cultural features, unusual amounts of bone or shell, or cultural belongings be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) shall be notified immediately. The appropriate oversight agency(ies) shall retain a tribal representative or Tribal Historic Preservation Officer (THPO) who shall assess the significance of the find by evaluating the resource to determine if it is a TCR as defined in Section 21074 of the Public Resources Code. If the resource is a TCR as defined in state law, and it would be subject to disturbance or destruction, the City shall consult with the THPO or their designee to determine the appropriate treatment before resuming construction activities at the TCR.</p>						X
Implements Policy(ies)	NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<p><b>NCR 10: Confidentiality of Tribal Cultural Resources</b></p> <p>Tribal cultural resources, as defined in Section 21074 of the Public Resources Code, shall be kept confidential and may not be disclosed by the City in public documents, meetings, or by other means.</p>						X
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
<b>PFS-1. Capital Improvement Plan</b>		X	X	X		
Update the Capital Improvement Plan (CIP) biannually to ensure the implementation and adequacy of the plan. <b>MPSP</b> <b>FB</b>						
Implements Policy(ies):	PFS 1.1.1					
Responsible Department(s)	Public Works, Finance, Parks and Recreation, Environmental & Water Resources					
Supporting Department(s)	All Departments					
<b>PFS-2. Arts and Culture Master Plan</b>		X	X	X		
Review and update an Arts and Cultural 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. <b>MPSP</b>						
Implements Policy(ies):	PFS 1.1.2					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
<b>PFS-3. Public Art Guidelines</b>		X	X	X		
Review and update every five years guidelines regarding permanent artwork in public spaces. <b>MPSP</b>						
Implements Policy(ies):	PFS 1.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
<b>PFS-4. Water Master Plan</b>			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. <b>MPSP</b>						
Implements Policy(ies):	PFS 3.1.1					
Responsible Department(s)	Environmental and Water Resources					
Supporting Department(s)	Public Works					

**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>PFS-5. Urban Water Management Plan</b>			X	X		
Review and update the Urban Water Management Plan at least every five years, as required by the Urban Water Management Planning Act. <b>MPSP</b>						
Implements Policy(ies):	PFS 3.1.2					
Responsible Department(s)	Environmental and Water Resources					
Supporting Department(s)	Public Works, Parks and Recreation					
<b>PFS-6. Water Management Programs</b>						X
Maintain its water management programs, including its commercial water audits, large landscape irrigation audits, rebates, and education. <b>MPSP</b>						
Implements Policy(ies):	PFS 3.1.9					
Responsible Department(s)	Environmental and Water Resources					
Supporting Department(s)	Parks and Recreation					
<b>PFS-7. Sanitary Sewer Management Plan</b>		X	X	X		
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. <b>MPSP</b>						
Implements Policy(ies):	PFS 4.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<b>PFS-8. Maintenance Permits</b>						X
Obtain State and Federal permits for maintaining all floodways and detention basins and keep these facilities free of flood obstructions.						
Implements Policy(ies):	PFS 5.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<b>PFS-9. Fire Service Delivery Plan</b>						X
Review and update every three years the Fire Service Delivery Plan to define the future fire protection service needs of the city. <b>MPSP</b>						
Implements Policy(ies):	PFS 7.1.2					
Responsible Department(s)	Fire Department					
Supporting Department(s)						







**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>PFS-10. City Energy Use Procedures</b>						X
Develop energy use/plug load procedures for City facilities and engage employees in the implementation process. <b>SO</b>						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<b>PFS-11. Evaluate Automating Energy Use</b>						X
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. <b>SO</b>						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<b>PFS-12. Evaluate Energy Use</b>						X
Evaluate facilities energy use to identify key areas where energy upgrades are needed and consider lighting retrofits, building weatherization, and mechanical/HVAC upgrades. <b>SO</b>						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<b>PFS-13. Streetlight Retrofit</b>						X
Continue to retrofit streetlights with light-emitting diode (LED) fixtures for energy efficiency and reduced maintenance. <b>SO</b>						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Public Works, Parks and Recreation					
Supporting Department(s)						



**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>PFS-14. Energy Efficient Fleet</b> </p> <p>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. </p>						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					
<p><b>PFS-15. Reduce VMT in City Operations</b></p> <p>Take actions to reduce vehicle miles traveled related to city operations. Potential actions may include:</p> <ul style="list-style-type: none"> <li>• Install timer locks on all City owned restroom facilities – reducing the vehicle travel needed to manually lock/unlock these facilities.</li> <li>• Revise City Design Review process so employees only need to post a notice at the site once.</li> <li>• Allow online credit card payments for certain Community Development Permits - reducing applicant need to drive to City Hall. </li> </ul>						X
Implements Policy(ies):	PFS 8.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development, Parks and Recreation					
<p><b>PFS-16. PACE Program</b></p> <p>Continue to assist in implementing the Property Assessed Clean Energy (PACE) programs to facilitate energy conservation financing in Folsom. </p>		X				
Implements Policy(ies):	PFS 8.1.4, PFS 8.1.5, PFS 8.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						










**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>PFS-17. Partnerships for Energy Conservation</b></p> <p>Work with regional partners and local energy utilities (e.g., Sacramento Municipal Utility District [SMUD] and Pacific Gas &amp; Electric Company [PG&amp;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. <b>IGC</b></p>						X
Implements Policy(ies):	PFS 8.1.4					
Responsible Department(s)	Public Works, Community Development					
Supporting Department(s)	Parks and Recreation					
<p><b>PFS-18. Neighborhood Cleanup Program</b> </p> <p>Collect bulky waste (e.g., lumber, furniture, tires) from Folsom residents to maintain a clean, attractive city. <b>SO</b></p>						X
Implements Policy(ies):	PFS 9.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p><b>PFS-19. Recycling Containers</b> </p> <p>Expand the number of recycling containers at City facilities and properties to capture more recyclables that are currently going to the landfill. <b>SO</b></p>		X				
Implements Policy(ies):	PFS 9.1.2, PFS 9.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p><b>PFS-20. Reduce Waste in City Facilities</b> </p> <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. <b>SO</b></p>		X				
Implements Policy(ies):	PFS 9.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)	Parks and Recreation					


**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>PFS-21. M.O.W.E.R. Program</b>  <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)						
<b>PFS-22 Renewable Energy in City-Operated Buildings</b>  <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					
Supporting Department(s)	Public Works					
<b>PFS-23 High-Efficiency or Alternately-Powered Water Heater Replacement Program</b>  <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					
<b>PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs</b>  <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"> <li>• Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings.</li> <li>• Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects.</li> </ul>						X

**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<ul style="list-style-type: none"> <li>• Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program.</li> <li>• 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.</li> <li>• Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs).</li> </ul>						
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					
<p><b>PFS-25 Zero Net Energy Development</b> 🌐</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><b>PFS-26 Renewable Diesel</b> 🌐</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)						

**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>PFS-27 Reduce Water Consumption in New Development</b> </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)						

<b>Table 9-6: Parks and Recreation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>PR-1. Parks and Recreation Master Plan</b></p> <p>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. <b>MPSP</b></p>			X	X		
Implements Policy(ies):	PR 1.1.1					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<p><b>PR-2. Alternative Funding Sources</b></p> <p>Examine the feasibility of establishing alternative sources of funding for the acquisition, development, and renovation of parklands and financing for expanded recreation programs. <b>FB</b></p>			X			
Implements Policy(ies):	PR 1.1.16					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<p><b>PR-3. Governmental Coordination</b></p> <p>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. <b>IGC</b></p>						X
Implements Policy(ies):	PR 4.1.1-4.1.5					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
<p><b>PR-4. Recreation Activity Guide</b></p> <p>Maintain and implement an activity guide for recreation programs, leagues, and special events at a minimum of two times per year. <b>PI</b></p>						X
Implements Policy(ies):	PR 3.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						



**Table 9-7: Safety and Noise Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>SN-1. Adopt a Noise Reduction Program</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Noise barrier retrofits;</li> <li>• Truck usage restrictions;</li> <li>• Reduction of speed limits;</li> <li>• Use of quieter paving materials;</li> <li>• Building façade sound insulation;</li> <li>• Traffic calming;</li> <li>• Additional enforcement of speed limits and exhaust noise laws; and</li> <li>• Signal timing.</li> </ul>			X			
Implements Policy(ies):	SN 6.1.1, SN 6.1.2, SN 6.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works, Police Department					
<p><b>SN-2. Emergency Operations Plan</b></p> <p>Review and update every five years the emergency operations plan, which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications. <b>MPSP</b></p>		X	X			
Implements Policy(ies):	SN 1.1.1					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)	All Departments					
<p><b>SN-3. Community Emergency Response Team</b></p> <p>Support the Community Emergency Response Team (CERT) program to prepare residents in the event of a disaster. <b>MPSP</b></p>						X
Implements Policy(ies):	SN 1.1.2					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)						





<b>Table 9-7: Safety and Noise Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>SN-4. Multi-Hazard Mitigation Plan</b>						X
Review and update every five years the on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan. <b>MPSP</b>						
Implements Policy(ies):	SN 1.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<b>SN-5. Community Wildfire Preparedness Plan</b>						X
Review and update every five years the Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. <b>MPSP</b>						
Implements Policy(ies):	SN 4.1.3					
Responsible Department(s)	Fire Department					
Supporting Department(s)	Parks and Recreation					
<b>SN-6. Hazardous Materials</b>						X
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. <b>MPSP</b>						
Implements Policy(ies):	SN 5.1.1, SN 5.1.2, SN 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<b>SN-7. Reduce Aircraft Noise</b>						X
Continue to collaborate with Sacramento County to reduce noise levels from air traffic in Folsom. <b>IGC</b>						
Implements Policy(ies):	SN 6.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>SN-8. Review Evacuation Plan and Routes</b> 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. <b>MPSP</b>					X	
Implements Policy(ies):	SN 1.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)	Folsom Fire Department, Police Department, Public Works					
<b>SN-9. Update Stormwater and Flood Standards</b> 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. <b>MPSP RDR</b>			X			
Implements Policy(ies):	SN 3.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
<b>SN-10. Conduct Outreach on Wildfire Smoke Protection</b> 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. <b>PI</b>				X		
Implements Policy(ies):	SN 4.1.5					
Responsible Department(s)	Folsom Fire Department, Police Department					
Supporting Department(s)						
<b>SN-11. Upgrade Existing Heat Sensitive Infrastructure</b> Upgrade existing heat-sensitive infrastructure (e.g., roadways, bridges) in the city to withstand the future intensity and frequency of extreme heat events. <b>SQ FB</b>				X		
Implements Policy(ies):	SN 7.1.1					
Responsible Department(s)	Public Works, Environmental and Water Resources Department					
Supporting Department(s)						



**Table 9-7: Safety and Noise Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>SN-12. Update Design Standards</b></p> <p>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. <b>RDR</b></p>			X			
Implements Policy(ies):	SN 7.1.1					
Responsible Department(s)	Community Development, Public Works					
Supporting Department(s)						
<p><b>SN-13. Coordinate with Regional Agencies</b></p> <p>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). <b>IGC</b></p>				X		
Implements Policy(ies):	SN 7.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p><b>SN-14. Implement a Cool City Strategy</b></p> <p>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. <b>MPSP IGC</b></p>			X			
Implements Policy(ies):	SN 7.1.2					
Responsible Department(s)	Community Development, Public Works					
Supporting Department(s)	Parks and Recreation					
<p><b>SN-15. Conduct Educational Outreach on Extreme Heat Events</b></p> <p>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. <b>PI</b></p>						X
Implements Policy(ies):	SN 7.1.3					
Responsible Department(s)	Folsom Fire Department, Police Department					
Supporting Department(s)						

<b>Table 9-7: Safety and Noise Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>SN-16. Promote Cost Benefits of Reducing Electricity Use</b></p> <p>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.  </p>			X			
Implements Policy(ies):	SN 7.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p><b>SN-17. Construction Noise Reduction</b></p> <p>The City shall require the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA at the nearest receptors:</p> <ul style="list-style-type: none"> <li>• To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.</li> <li>• Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses</li> <li>• For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.</li> <li>• Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.</li> <li>• Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.</li> </ul>						X
Implements Policy(ies):	SN 6.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)						



**Table 9-7: Safety and Noise Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>SN-18: Construction Vibration Reduction</b>						
<p>The City shall require project applicants with projects that involve pile-driving activities within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be induced in the plan:</p> <ul style="list-style-type: none"> <li>• To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determine.</li> <li>• All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.</li> <li>• Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.</li> <li>• Limit to pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.</li> <li>• Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.</li> <li>• Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.</li> <li>• Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.</li> </ul>						
Implements Policy(ies):	SN 6.1.8					X
Responsible Department(s)	Community Development					
Supporting Department(s)						



**Table 9-7: Safety and Noise Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>SN-19: Heating, Ventilation, and Cooling Noise Reduction</b>						
<p>The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Noise reduction measures may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.</li> <li>• Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.</li> <li>• Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.</li> </ul>						
Implements Policy(ies):	SN 6.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						



*This page is intentionally left blank.*

## ATTACHMENT 3

A Resolution of the City Council of the City of Folsom Amending the Folsom Plan Area Specific Plan as it Relates to the Increased Residential Capacity Project and Related Actions

## **RESOLUTION NO. 11252**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM AMENDING THE FOLSOM PLAN AREA SPECIFIC PLAN AS IT RELATES TO THE INCREASED RESIDENTIAL CAPACITY PROJECT AND RELATED ACTIONS**

**WHEREAS**, the Planning Commission on July 24, 2024, held a public hearing on proposed General Plan Amendment as it relates to the City of Folsom 2035 General Plan Amendments for the Increased Residential Capacity Project (“Project”), considered public comments, and based on the information and analysis provided determined that the project is consistent with the goals, policies, and objectives of the City of Folsom General Plan; and

**WHEREAS**, the proposed Project implements General Plan Housing Element Program H-2 to increase housing capacity for mixed-use, multi-family, and affordable development in three targeted areas of the city: the East Bidwell Street corridor, the transit priority areas around the Glenn and Iron Point light rail stations, and the Folsom Plan Area, particularly the Folsom Town Center, south of Highway 50; and

**WHEREAS**, the proposed Project amends the Folsom Plan Area Specific Plan to a) increase the residential development capacity of specified sites in the Folsom Plan Area, especially the Town Center; b) change the specific plan land use and zoning designations of specified sites in the Folsom Plan Area to allow for additional multi-family and mixed-use development; and c) revise the specific plan Circulation Section to include a roundabout prioritization policy; and

**WHEREAS**, the proposed Project complies with the requirements of Government Code Section 65352.3 in that the City of Folsom has consulted with all tribes requesting consultation on the Project; and

**WHEREAS**, a Subsequent Environmental Impact Report has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), with the City as the lead agency; and

**WHEREAS**, a public scoping meeting to receive comments regarding the issues to be covered in the Draft SEIR was held on August 23, 2023, and the Draft SEIR for Project was circulated for public review from April 22, 2024 to June 6, 2024 pursuant to CEQA; and

**WHEREAS**, the City accepted verbal and written comments on the Draft SEIR and provided written responses in the Final SEIR to the comments received during the comment period referenced above for the Draft SEIR; and

**WHEREAS**, the Final SEIR for the Project was released on July 17, 2024; and

**WHEREAS**, the Planning Commission, at its regular meeting on July 24, 2024 considered the Final SEIR at a duly noticed public hearing prescribed by law, and recommended that the City Council certify the Final SEIR (including Findings of Fact) and approve the Project; and

**WHEREAS**, all notices have been given at the time and in the manner required by State Law and City Code; and

**WHEREAS**, following review and consideration of the Final SEIR for the Project, the City Council adopted Resolution No. 11250 on August 27, 2024 and certified the Final SEIR for the Project, and said Resolution, Findings of Fact are incorporated herein by reference; and

**WHEREAS**, the City Council has reviewed and considered the Project and associated proposed Folsom Plan Area Specific Plan Amendments referenced above, and once adopted, will amend the Folsom Plan Area Specific Plan.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that:

1. The above referenced recitals are true and correct and incorporated herein by reference.
2. If any section, subsection, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

**BE IT FURTHER RESOLVED** that the amendments to the Folsom Plan Area Specific Plan, as summarized in Exhibit 1 attached hereto and as shown in Exhibit 2 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 SPECIFIC PLAN AMENDMENTS ARE CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE FOLSOM 2035 GENERAL PLAN, AS AMENDED.
- C. THE PROPOSED SPECIFIC PLAN AMENDMENTS COMPLY WITH THE REQUIREMENT OF THE GOVERNMENT CODE SECTION 65352.3 IN THAT THE CITY OF FOLSOM HAS CONSULTED WITH ALL TRIBES REQUESTING CONSULTATION ON THE PROPOSED PROJECT.

### **CEQA FINDINGS**

- D. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL

IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN ON JUNE 28, 2011.

- E. THE CITY, AS LEAD AGENCY, ALSO PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN ON AUGUST 28, 2018.
- F. A FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA, AND IMPLEMENTATION OF THE PROJECT WITH PROPOSED MITIGATION WOULD NOT RESULT IN ANY NEW SIGNIFICANT AND UNAVOIDABLE IMPACTS OR A SUBSTANTIALLY MORE SEVERE FINDING FOR AN IMPACT THAT WAS DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE IN THE 2035 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT OR THE FOLSOM PLAN AREA SPECIFIC PLAN ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT
- G. THE CITY COUNCIL HAS CONSIDERED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT BEFORE MAKING A DECISION REGARDING THE PROJECT.
- H. THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT REFLECTS THE INDEPENDENT JUDGEMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- I. THE CITY COUNCIL HAS CONSIDERED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT AND RELATED ACTIONS INCLUDING AMENDMENTS TO THE FOLSOM PLAN AREA SPECIFIC PLAN, AND FINDS THAT THE PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.
- J. THE CITY COUNCIL FINDS THAT THERE ARE PROJECT BENEFITS GIVEN THAT THE PROJECT FURTHERS THE GENERAL PLAN GOALS AND POLICES AS WELL AS THOSE OF THE CITY'S 2021-2029 HOUSING ELEMENT, AND ON THAT BASIS, THE CITY COUNCIL CERTIFIED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT, ADOPTED FINDINGS OF FACTS, AND ADOPTED A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT.
- K. THE LOCATION AND CUSTODIAN OF THE DOCUMENTS AND ALL MATERIALS

CONSTITUTING THE RECORDS OF THE PROCEEDINGS ARE IDENTIFIED AS FOLLOWS: COMMUNITY DEVELOPMENT DEPARTMENT, CITY OF FOLSOM, 50 NATOMA STREET, FOLSOM, CA 95630 AND ARE AVAILABLE ON THE CITY'S WEBSITE AT: [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy).

**SPECIFIC PLAN AMENDMENT FINDINGS**

- A. THE PROPOSED AMENDMENTS TO THE FOLSOM PLAN AREA SPECIFIC PLAN ARE IN THE PUBLIC INTEREST SINCE THE PROJECT DESIGNATES MORE LAND FOR HOUSING OPPORTUNITIES ESPECIALLY FOR THE CITY'S WORKFORCE AND LOWER-INCOME RESIDENTS.
- B. THE PROPOSED FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENTS ARE CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE FOLSOM 2035 GENERAL PLAN, AS AMENDED.
- C. THE PROPOSED FOLSOM PLAN AREA SPECIFIC PLAN LAND USE AMENDMENT IMPLEMENTS GENERAL PLAN HOUSING ELEMENT PROGRAM H-2 TO CREATE ADDITIONAL LOWER-INCOME HOUSING CAPACITY.
- D. THE PROPOSED FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENTS WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.

**Exhibits**

Exhibit 1: Summary of Proposed Folsom Plan Area Specific Plan Amendments

Exhibit 2: [Folsom Plan Area Specific Plan Amendments](#) (On file with the Community Development Department and available online at [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy) )

**PASSED AND ADOPTED** this 27th day of August, 2024, 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 1**

Summary of Proposed Folsom Plan Area Specific Plan Amendments



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

## CITY OF FOLSOM SUMMARY OF REVISIONS

### Proposed Amendments to Folsom Plan Area Specific Plan

Page No.	Section/ Document Location	Description of Change	Reason for Change
<b>Global Changes</b>			
	Multiple	<b>Bolded text</b> that references another section of the document.	Document Navigation
	Multiple	Made minor non-substantive edits/corrections to text.	Clean Up and/or Clarify
	Multiple	Removed duplicative information and outdated exhibits and maps.	Clean Up
	Multiple	Removed references that cap the total number of Plan Area dwelling units to 11,461.	Project Related
	4 – Land Use	Removed references to specific unit/square footage allocations in the text and replaced with references to the allocations specified in Table 4.2 – Land Use Summary and Table 4.3 – Parcel Summary.	Clean Up
	4 – Land Use	Removed or consolidated figures with redundant or outdated information: <ul style="list-style-type: none"> <li>• Old Figure 4-2 – Removed</li> <li>• Old Figures 4-4 and 4-5 – Consolidated</li> </ul>	Project Related  Clean Up
	Multiple	Updated maps and figures throughout to be consistent with proposed land use changes.	Project Related
<b>1 Introduction</b>			
Pages 1-5 & 1-6	1.3 Project History	Updated Table 1.1 -FPASP Approvals Summary Table	Update
2 Setting			

Page No.	Section/ Document Location	Description of Change	Reason for Change
Page 2-3	2.5 Existing Ownership	Removed this section.	Not Relevant
<b>4 Land Use</b>			
Page 4-4	4.2 Land Use Objectives and Policies – Policy 4.6	<p><u>Edited language in Policy 4.6:</u> As established by the FPASP, the total number of dwelling units for the Plan Area is <del>11,461 and the total commercial square footage is 2,788,844</del> <b>shall not exceed that which is allocated in Table 4.2 Land Use Summary Table.</b> The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.</p>	Project Related
Page 4-4	4.2 Land Use Objectives and Policies – Policy 4.7	<p><u>Edited language in Policy 4.7:</u> Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units <del>does not exceed 11,461</del> <b>is not exceeded.</b></p>	Project Related
Page 4-4	4.2 Land Use Objectives and Policies – Policy 4.9a	<p><u>Added new Policy 4.9a:</u> <b>Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the City may, at the discretion of the Community Development Director, apply the applicable density or FAR range of the Specific Plan Land Use Designation to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be developed at densities/intensities that exceed the maximum allowed density/intensity of the project site’s Land Use Designation, provided that the net density of the project as a whole is within the allowable range.</b></p>	Project Related

Page No.	Section/ Document Location	Description of Change	Reason for Change
Page 4-6	4.2 Land Use Objectives and Policies – Policy 4.24	<p><u>Policy 4.24:</u>  All Public/Quasi-Public sites shown in Figure 4.32 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet <b>allocated in this Specific Plan be exceeded</b>. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement SCH#200809205) shall not be exceeded without requiring further CEQA compliance.</p>	Project Related
Page 4-9	Specific Plan Zoning in Section 4	Removed Figure 4.2 showing specific plan zoning designation	Project Related
Pages 4-7, 4-11	Figure 4.1, 4.2	Updated Figures 4.1 (General Plan – Land Use) and 4.2 (Specific Plan Land Use) to reflect amendments to the General Plan/Specific Plan designations to the following parcels: 2 ( <del>IND/OP MHD</del> ), 15 ( <del>CC MHD</del> ), 76 ( <del>MLD MMD</del> ), 233 ( <del>CC MU</del> )	Project Related

Page No.	Section/ Document Location	Description of Change	Reason for Change																																																																								
Page 4-12	Table 4.2 Land Use Summary	<p>Amended Table 4.2 to update unit and acreage allocations to land use designations based on previously approved administrative changes as well as proposed amendments to the allocations/designations to the following parcels:</p> <table border="1" data-bbox="548 457 1211 1199"> <thead> <tr> <th>Parcel</th> <th>Designation</th> <th>Change in Unit Allocation</th> <th>Change in Commercial Square Footage</th> </tr> </thead> <tbody> <tr> <td>2</td> <td><del>IND/OP</del> <b>MHD</b></td> <td>+400</td> <td>-137,214</td> </tr> <tr> <td>11</td> <td>MMD</td> <td>+5</td> <td>-</td> </tr> <tr> <td>15</td> <td><del>CC</del> <b>MHD</b></td> <td>+320</td> <td>-142,659</td> </tr> <tr> <td>16</td> <td>MHD</td> <td>-6</td> <td>-</td> </tr> <tr> <td>60</td> <td>MHD</td> <td>+78</td> <td>-</td> </tr> <tr> <td>63</td> <td>MLD</td> <td>+8</td> <td>-</td> </tr> <tr> <td>64</td> <td>MHD</td> <td>+39</td> <td>-</td> </tr> <tr> <td>68</td> <td>MMD</td> <td>-16</td> <td>-</td> </tr> <tr> <td>74</td> <td>MU</td> <td>+309</td> <td>+21,667</td> </tr> <tr> <td>76</td> <td><del>MLD</del> <b>MMD</b></td> <td>+111</td> <td>-</td> </tr> <tr> <td>144</td> <td>MMD</td> <td>+21</td> <td>-</td> </tr> <tr> <td>156</td> <td>MLD</td> <td>+3</td> <td>-</td> </tr> <tr> <td>157</td> <td>MMD</td> <td>+20</td> <td>-</td> </tr> <tr> <td>158</td> <td>MU</td> <td>+277</td> <td>+6,440</td> </tr> <tr> <td>160A</td> <td>MHD</td> <td>+47</td> <td>-</td> </tr> <tr> <td>160B</td> <td>MLD</td> <td>+16</td> <td>-</td> </tr> <tr> <td>233</td> <td><del>CC</del> <b>MU</b></td> <td>+250</td> <td>-</td> </tr> </tbody> </table> <p>Added footnotes #14 and #16 to reference new Policy 4.9A and amendments to the Town Center overlay density and development standards:</p> <p><b>14. Allocation of units in excess of the maximum density of a parcel can only be achieved as part of a multi-parcel development project pursuant to Policy 4.9A, or through use of the State Density Bonus program.</b></p> <p><b>16. Within the Town Center District, higher densities and FAR are required. Refer to Tables 5.1 and 5.4 herein.</b></p>	Parcel	Designation	Change in Unit Allocation	Change in Commercial Square Footage	2	<del>IND/OP</del> <b>MHD</b>	+400	-137,214	11	MMD	+5	-	15	<del>CC</del> <b>MHD</b>	+320	-142,659	16	MHD	-6	-	60	MHD	+78	-	63	MLD	+8	-	64	MHD	+39	-	68	MMD	-16	-	74	MU	+309	+21,667	76	<del>MLD</del> <b>MMD</b>	+111	-	144	MMD	+21	-	156	MLD	+3	-	157	MMD	+20	-	158	MU	+277	+6,440	160A	MHD	+47	-	160B	MLD	+16	-	233	<del>CC</del> <b>MU</b>	+250	-	Project Related
Parcel	Designation	Change in Unit Allocation	Change in Commercial Square Footage																																																																								
2	<del>IND/OP</del> <b>MHD</b>	+400	-137,214																																																																								
11	MMD	+5	-																																																																								
15	<del>CC</del> <b>MHD</b>	+320	-142,659																																																																								
16	MHD	-6	-																																																																								
60	MHD	+78	-																																																																								
63	MLD	+8	-																																																																								
64	MHD	+39	-																																																																								
68	MMD	-16	-																																																																								
74	MU	+309	+21,667																																																																								
76	<del>MLD</del> <b>MMD</b>	+111	-																																																																								
144	MMD	+21	-																																																																								
156	MLD	+3	-																																																																								
157	MMD	+20	-																																																																								
158	MU	+277	+6,440																																																																								
160A	MHD	+47	-																																																																								
160B	MLD	+16	-																																																																								
233	<del>CC</del> <b>MU</b>	+250	-																																																																								



Page No.	Section/ Document Location	Description of Change				Reason for Change																																																																												
Pages 4-25 through 4-29	Table 4.3 Parcel Summary	<p>Amended Table 4.3 to reflect amendments to the following parcels:</p> <table border="1" data-bbox="548 363 1200 1136"> <thead> <tr> <th data-bbox="548 363 651 495">Parcel</th> <th data-bbox="651 363 818 495">Designation</th> <th data-bbox="818 363 1013 495">Change in Unit Allocation</th> <th data-bbox="1013 363 1200 495">Change in Commercial Square Footage</th> </tr> </thead> <tbody> <tr> <td>2</td> <td><del>IND/OP</del> <b>MHD</b></td> <td>+400</td> <td>-137,214</td> </tr> <tr> <td>11</td> <td>MMD</td> <td>+5</td> <td>-</td> </tr> <tr> <td>15</td> <td><del>CC</del> <b>MHD</b></td> <td>+320</td> <td>-142,659</td> </tr> <tr> <td>16</td> <td>MHD</td> <td>-6</td> <td>-</td> </tr> <tr> <td>60</td> <td>MHD</td> <td>+78</td> <td>-</td> </tr> <tr> <td>63</td> <td>MLD</td> <td>+8</td> <td>-</td> </tr> <tr> <td>64</td> <td>MHD</td> <td>+39</td> <td>-</td> </tr> <tr> <td>68</td> <td>MMD</td> <td>-16</td> <td>-</td> </tr> <tr> <td>74</td> <td>MU</td> <td>+309</td> <td>+21,667</td> </tr> <tr> <td>76</td> <td><del>MLD</del> <b>MMD</b></td> <td>+111</td> <td>-</td> </tr> <tr> <td>144</td> <td>MMD</td> <td>+21</td> <td>-</td> </tr> <tr> <td>156</td> <td>MLD</td> <td>+3</td> <td>-</td> </tr> <tr> <td>157</td> <td>MMD</td> <td>+20</td> <td>-</td> </tr> <tr> <td>158</td> <td>MU</td> <td>+277</td> <td>+6,440</td> </tr> <tr> <td>160A</td> <td>MHD</td> <td>+47</td> <td>-</td> </tr> <tr> <td>160B</td> <td>MLD</td> <td>+16</td> <td>-</td> </tr> <tr> <td>233</td> <td><del>GC</del> <b>MU</b></td> <td>+250</td> <td>-</td> </tr> <tr> <td colspan="2"><b>Total</b></td> <td><b>11,461</b></td> <td><b>2,788,844</b></td> </tr> </tbody> </table> <p>Added the following footnotes:  <b>5. Overall totals include 35 du in SP-SF and 4,702 GFS not allocated to any specific parcel.</b>  <b>6. Refer to Table 4.2 Land Use Summary for mor information.</b>  <b>7. Allocation of units in excess of the maximum density of a parcel can only be achieved as a part of multi-parcel development project pursuant to Policy 4.9A, or through use of the State Density Bonus Program.</b>  <b>8. PD = Planned Development District</b>  <b>9. TCD = Town Center District</b></p>				Parcel	Designation	Change in Unit Allocation	Change in Commercial Square Footage	2	<del>IND/OP</del> <b>MHD</b>	+400	-137,214	11	MMD	+5	-	15	<del>CC</del> <b>MHD</b>	+320	-142,659	16	MHD	-6	-	60	MHD	+78	-	63	MLD	+8	-	64	MHD	+39	-	68	MMD	-16	-	74	MU	+309	+21,667	76	<del>MLD</del> <b>MMD</b>	+111	-	144	MMD	+21	-	156	MLD	+3	-	157	MMD	+20	-	158	MU	+277	+6,440	160A	MHD	+47	-	160B	MLD	+16	-	233	<del>GC</del> <b>MU</b>	+250	-	<b>Total</b>		<b>11,461</b>	<b>2,788,844</b>	Project Related  Clean Up
Parcel	Designation	Change in Unit Allocation	Change in Commercial Square Footage																																																																															
2	<del>IND/OP</del> <b>MHD</b>	+400	-137,214																																																																															
11	MMD	+5	-																																																																															
15	<del>CC</del> <b>MHD</b>	+320	-142,659																																																																															
16	MHD	-6	-																																																																															
60	MHD	+78	-																																																																															
63	MLD	+8	-																																																																															
64	MHD	+39	-																																																																															
68	MMD	-16	-																																																																															
74	MU	+309	+21,667																																																																															
76	<del>MLD</del> <b>MMD</b>	+111	-																																																																															
144	MMD	+21	-																																																																															
156	MLD	+3	-																																																																															
157	MMD	+20	-																																																																															
158	MU	+277	+6,440																																																																															
160A	MHD	+47	-																																																																															
160B	MLD	+16	-																																																																															
233	<del>GC</del> <b>MU</b>	+250	-																																																																															
<b>Total</b>		<b>11,461</b>	<b>2,788,844</b>																																																																															
<b>5 Housing Strategies</b>																																																																																		
Pages 5-9 through 5-11	5.7 Residential Sites Inventory	<p>Amended Tables 5.1, 5.2, 5.3, and 5.4 to reflect changes to allocated units and density consistent with revised allocations shown in amendments to Table 4.3.</p> <p>Removed all parcel specific text, as same substantive information can be found in Tables 5.1, 5.2, 5.3, and 5.4.</p>				Project Related  Clean Up																																																																												

Page No.	Section/ Document Location	Description of Change	Reason for Change
Page 5-9	5.7 Residential Sites Inventory	<p>Added footnotes to Table 5.1 – Inventory of Multi-family High Density (SP-MHD, SP-GC, SP-RC) Sites:</p> <ol style="list-style-type: none"> <li>1. 377 SP-MHD dwelling units on a minimum of 14.8 acres shall be provided on Parcels 61, 77, 78, and/or 85A. Refer to Tables 4.2 and 4.3 for more detail.</li> <li>2. Allocation units in excess of the maximum density of a parcel can only be achieved as a part of a multi-parcel development project pursuant to Policy 4.9A, or through use of the State Density Bonus program.</li> <li>3. Refer to Appendix A SP-MHD Development Standards for density/intensity standards for MHD development within the Town Center Overlay District.</li> </ol>	Project Related

Page No.	Section/ Document Location	Description of Change	Reason for Change
Page 5-11	5.7 Residential Sites Inventory	<p>Amended text in the description of Mixed-Use (SP-MU) section:</p> <p>Several sites are designated Mixed Use in the Plan Area (refer to Figure 4.2 – Specific Plan Land Use &amp; Figure 5.1 – Housing Sites Inventory). The Mixed Use sites are envisioned as either vertical or horizontal mixes of commercial, office, civic, and residential uses that do not draw definitive boundaries for each use. The intent of this land use is to encourage innovative design without the constraints of traditional single-use zoning. <del>The Mixed-Use designation allows for a maximum residential density of 30 units per gross acre in order to meet the state minimum density requirement of 30 Du/Ac to qualify as potential affordable housing sites for very low and low income households.</del> <b>For mixed-use sites, the density ranges from 9 du/ac up to 30 du/ac. However, parcels located within the Town Center overlay zone (Parcels 74 and 158) are subject to a minimum density requirement of 30 du/ac with no maximum density. Within the Town Center, mixed-use parcels are subject to a maximum FAR of 2.0. This is to encourage higher intensity development near the Town Center and to help meet the Housing Element requirement for sites with densities at or above 30 du/ac to support affordable housing development.</b></p> <p>For determining allocated dwelling units, Table 4.2 – Land Use Summary assumes that all Mixed Use sites will be developed with a mix of residential and commercial uses <del>and the residential density will average 20 Du/Ac.</del> It is possible however, that a Mixed Use site could be developed with one or more high-density residential buildings in combination with individual commercial buildings on a single Mixed Use site. <del>In such cases, the residential building could achieve densities greater than 20 Du/Ac.</del> However, for determining the number of potential housing units, all Mixed Use sites will be calculated as depicted in Table 5.4 – Inventory of Mixed-Use Sites. The Mixed Use sites can potentially provide units of rental and/or for sale housing.</p>	Project Related
Page 5-13	Figure 5.1 Housing Site Inventory	Amended Figure 5.1 to reflect amendments to parcel land use designations.	Project Related
<b>6 Town Center</b>			
Page 6-1	Introduction	Added text stating that development of parcels within the Town Center Overlay shall comply with the Folsom Objective Design and Development Standards for Multi-Family and Mixed-Use.	Project Related
Page 6-21	Parking Guidelines	Added guideline stating that vehicular parking space requirements may be reduced in areas close to transit.	Project Related

Page No.	Section/ Document Location	Description of Change	Reason for Change
<b>7 Circulation</b>			
Page 7-5	Figure 7.1 Circulation	Amended legend to allow for traffic signal or <b>roundabout</b> at intersections	Project Related
Page 7-7	7.3 Roadway Classifications	Amended text of Policy 7.7: Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered <del>on low volume neighborhood streets</del> as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.	Project Related
Page 7-9	7.3 Roadway Classifications	Added new policy 7.8B: <b>Roundabouts are prioritized as the primary form of intersection control. During the planning and design of new transportation facilities, and when retrofitting existing intersections, an engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director. If roundabout control is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to, other traffic control alternatives. If other intersection controls are proposed in lieu of roundabout control, the engineering study shall demonstrate that the roundabout is physically infeasible and/or that the operations and the safety of the proposed alternative intersection are determined to achieve the same or better operations and/or offer longer-term advantages when compared to a roundabout intersection.</b>	Project Related
<b>8 Open Space</b>			
Page 8-3	Figure 8.1 Open Space	Figure 8.1 was moved from page 8-3 to page 8-9 and relabeled as Figure 8.4  Added: <b>1. 30' Wide Natural Parkways contribute to Measure W Open Space.</b>	Clean Up
<b>9 Parks</b>			
Page 9-5	Figure 9.1 Parks	Figure 9.1 was moved from page 9-5 to page 9-9.	Clean Up
Pages 9-1 to 9-10	Section 9 - Parks	Removed all parcel specific text pertaining to neighborhood parks and local parks, as same substantive information can be found in Table 9.4 – Park Land Provided (Quimby).	Clean Up

Page No.	Section/ Document Location	Description of Change	Reason for Change
<b>11 Public Facilities</b>			
Page 11-4	11.3 Public Schools	<p>Added the following language:  <b>Several Elementary schools are located within the Plan Area within walking distance for students. Elementary schools are located with an adjacent neighborhood park or within close proximity to a neighborhood park.</b></p> <p>Removed all parcel specific text pertaining to elementary schools, as same substantive information can be found in Table 11.4 – Schools Provided.</p>	Clean Up
<b>13 Implementation</b>			
Page 13-8 & 13.3	13.4 Conceptual Development Areas	Removed Section 13.4 Conceptual Development Areas and associated Figure 13. 1 – Development Areas (Conceptual Subject to Change)	No Longer Relevant
<b>Appendix A – Development Standards</b>			
Page A-1	A.2.1 Residential Uses	<p>Added the following language:  The permitted uses for all residential land use designations are shown in <b>Table A.1 through A.6. There are no specific development tables contained herein for Age Targeted Communities. Development of Age Targeted Communities will be compliant with these tables unless otherwise approved with a Planned Development Permit.</b></p>	Clarify
Page A-8	Table A.6 Multi-Family High Density (SP-MHD)	<p>Added the following footnotes to Table A.6:</p> <ol style="list-style-type: none"> <li>1. <b>Residential development of SP-MHD in the Town Center Overlay District is subject to the following minimum density and maximum intensity standards:</b> <ul style="list-style-type: none"> <li>• <b>Minimum density: 30 du/ac</b></li> <li>• <b>Maximum intensity: 2.0 FAR</b></li> </ul> </li> <li>2. <b>Development of SP-MHD in the Town Center Overlay District shall comply with development and design standards of the T5N Zone as set forth in the Folsom Objective Design &amp; Development Standards for Multi-Family and Mixed-Use.</b></li> </ol>	Project Related

Page No.	Section/ Document Location	Description of Change	Reason for Change
Page A-12	Mixed Use (SP-MU)	<p>Added the following footnote #2 to Table A.8:</p> <p>1. Setbacks may vary based on Design Review approval by the City (refer to Section 13.2 – Approvals &amp; Entitlements).</p> <p><b>2. Development in the SP-MU designation must comply with development and design standards of the T5N zone as set forth in the Folsom Objective Design and Development Standards. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of nonresidential development is regulated by the minimum and maximum FAR, as following:</b></p> <ul style="list-style-type: none"> <li>• FAR: 2.0 - 3.0</li> <li>• Minimum residential density: 30 dwelling units per acre</li> </ul>	Project Related



## Exhibit 2

Folsom Plan Area Specific Plan Amendments

*(On file with the Community Development Department and available online at*

*[www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy) )*

ATTACHMENT 4

Comment Letters

## Stephanie Henry

---

**From:** Bob Delp <bdelp@live.com>  
**Sent:** Wednesday, July 24, 2024 10:57 AM  
**To:** Stephanie Henry; Stephanie Hannum  
**Cc:** Pam Johns; Desmond Parrington  
**Subject:** Comments to Planning Commission re 7-24-24 Agenda Item 3 SPEC23-00030 GP Amendment for Increased Density

**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.

Please distribute to the Planning Commission for consideration prior to tonight's hearing. Thank you.

Dear Planning Commissioners:

I am requesting that the Planning Commission decline to make a recommendation to the City Council regarding the proposed *City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project* (Project) and that the Planning Commission direct staff to prepare a noise impact evaluation that includes consideration of the Project's increase in vehicle trips and vehicle noise along Riley Street north of Natoma Street. This segment of Riley Street bisects unique Historic District residential and commercial land uses, but is not included in the traffic or noise evaluation of the SEIR. Without such evaluation, the City has not fully disclosed the impacts of the Project and City decisionmakers cannot fully understand the vehicle-related noise impacts of the Project nor can they consider mitigation to address these impacts.

The Draft SEIR at pg. 3.7-20, discusses that "[t]he project would result in the generation of new vehicle trips from the development of increased residential land uses in the project planning area. Additional vehicle trips would result in an increase in traffic-related noise levels on various roadway segments." Draft SEIR Table 3.7-14, "Predicted Cumulative Plus Project Traffic Noise Levels," demonstrates a predicted 30 percent increase in vehicle trips on Riley Street between East Bidwell Street and Glenn Street in comparison of cumulative no-Project trips (5,994 ADT) and cumulative with-Project trips (8,510 ADT). Even though a 30 percent increase in vehicle trips is anticipated for this study area segment, the analysis fails to identify or evaluate the Project's increase in vehicle trips along Riley Street immediately north of the studied segment. Project-generated vehicle trips would not be confined to the evaluated study area, and many would use Riley Street immediately north of the study area, including Riley Street north of Natoma Street. This section of Riley Street bisects Historic District residential neighborhoods (residents along Natoma, Mormon, and Figueroa streets) and the Sutter Street commercial district with outdoor uses that include restaurant patios subject to the effects of increased vehicle noise. Along this unevaluated segment of Riley Street, residential structures are located within less than 50 feet of the Riley Street centerline and within less than 25 feet of vehicle travel lanes. The majority of these residence are older homes without modern interior sound proofing and with outdoor areas directly in the line-of-sight (and noise) of Riley Street.

Vehicle trips will increase along Riley Street north of the evaluated study area as a result of the Project. Average traffic noise levels as well as the frequency of illegally modified loud vehicle passbys will commensurately increase. However, the Draft SEIR fails to evaluate traffic noise impacts along this segment of Riley Street. Prior to recommending or considering approval of the Project, an evaluation of the Project's

increased vehicle trips and related vehicle noise impacts along Riley Street north of Natoma Street is necessary to disclose and address noise impacts on residents, businesses, and visitors in the Historic District.

Thank you for your consideration.

Bob Delp  
916-812-8122  
[bdelp@live.com](mailto:bdelp@live.com)

ATTACHMENT 5

Planning Commission Staff Report  
(Attachments 1 - 4 and 6)

**ATTACHMENT 1  
BACKGROUND**

**CITY OF FOLSOM GENERAL PLAN**

The City adopted its 2035 General Plan on August 2, 2018, pursuant to Government Code Section 65300. The General Plan acts as the official policy statement of the City and guides public and private development within Folsom in a manner that maximizes the social and economic benefits for all citizens. In addition, the General Plan also provides policy direction that guides land use development within the City, as well as provides protection for existing natural resources.

Previous environmental review for the General Plan was included in the *City of Folsom 2035 General Plan Draft and Final EIR* (General Plan EIR) (State Clearinghouse Number 2017082054). It should be noted that since adoption of the City's General Plan in 2018, the General Plan was amended on August 24, 2021, with the adoption of the Housing Element Update. The General Plan EIR analyzed the General Plan based on the adopted General Plan land use designations. A Statement of Overriding Considerations was adopted for the impacts that were identified as significant and unavoidable.

**FOLSOM PLAN AREA SPECIFIC PLAN**

The City adopted the Folsom Plan Area Specific Plan (FPASP) and certified the Final Environmental Impact Report/Environmental Impact Study (FPASP EIR/EIS) in June 2011. The FPASP covers the area within the City limits south of Highway 50 (Folsom Plan Area) and is a comprehensive planned community that includes a mix of residential neighborhoods, office and retail development, a mixed-use town center, and over 1,000 acres of open spaces and trails to serve a variety of needs in the community.

The 2035 General Plan and its EIR incorporated the FPASP and its policies and impact analysis.

**CITY OF FOLSOM 2021- 2029 HOUSING ELEMENT**

As noted above, on August 24, 2021, the City Council adopted the 2021-2029 Housing Element. This State-mandated part of the General Plan serves as the City's plan to accommodate current housing needs and future growth. One of the key challenges the City faced (and continues to face) with this most recent Housing Element pertains to Folsom's share of the Regional Housing Needs Allocation (RHNA) as determined by the Sacramento Area Council of Governments (SACOG).

As shown in Table 1 below, the City's RHNA obligation for this eight-year 2021-2029 Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to very low-income and low-income households (collectively referred to as the "lower-income" RHNA).



**Table 1**

**2021-2029 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 previous Planning Commission and City Council staff reports have highlighted, a core assumption of the RHNA requirements is that the higher the allowed density in the zoning, the more likely it is to accommodate housing affordable to lower-income households such as those retail and office workers that are part of Folsom’s workforce. 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).

While the City’s 2021-2029 Housing Element identified sufficient sites to meet the City’s RHNA for all income categories, with a surplus capacity of 490 lower-income units, the State’s “no net loss” law now requires that the City maintain adequate sites for lower-income housing throughout the entire eight-year planning period. As such, if a development is approved on a Housing Element site with 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 written “no net loss” findings that the other Housing Element sites are adequate to meet the RHNA for lower-income housing, or the City must identify and rezone a replacement site sufficient to accommodate lower-income housing within 180 days. Thus, in addition to identifying adequate sites to meet the RHNA obligation, it is important that the City develop strategies to build in a surplus of extra capacity to address the “no net loss” requirements.

In order to create additional opportunities for high density housing and ensure the City maintains an adequate capacity to meet its lower-income RHNA throughout the planning period, the 2021-2029 Housing Element includes a program (Program H-2) to strategically increase maximum allowed densities in targeted areas of Folsom and to increase housing capacity in the FPASP as follows:

- Implementation Program 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. 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 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 the loss of lower-income housing sites to market-rate housing.

## **PROGRAM H-2 IMPLEMENTATION**

To implement the 2021-2029 Housing Element Program H-2 and ensure that sufficient capacity exists in the Housing Element to meet the RHNA throughout the planning period, amendments to the General Plan, the FPASP, and Zoning Code are required. The purpose of these amendments is to increase housing capacity for mixed-use, multi-family, and affordable development in three targeted areas of Folsom: the East Bidwell Street corridor, the transit priority areas around the Glenn and Iron Point light rail stations, and the Folsom Plan Area, particularly the Folsom Town Center, south of Highway 50.

Targeted Mixed-use and Multifamily Study - In 2022, the first part of this effort was a Targeted Mixed-use and Multi-family Housing Study (refer to Attachment 10) prepared by Opticos Design, Inc. (Opticos) which focused on a market feasibility analysis of and appropriate designs for higher density residential and residential mixed-use development in the identified targeted areas of Folsom. The study also evaluated the appropriate design and development standards for each area including standards such as density, floor area ratio (FAR), building height, and parking. This work was important in helping the Planning Commission, City Council, and the public understand how design and density can work together to achieve attractive development in Folsom that supports transit use and existing commercial development, reduces vehicle miles traveled (VMT), and can provide more affordable housing options. The study formed the basis for identifying the development assumptions and determining the appropriate development standards associated with the amendments to the City's 2035 General Plan and FPASP as well as the future Objective Design and Development Standards and Zoning Code update.

In July 2022, the Planning Commission and City Council held workshops to discuss the results of the Targeted Mixed-use and Multi-family Housing Study (TMMH Study) conducted by Opticos. At these workshops, staff presented the results of the TMMH Study as well as proposals for several rezones in the FPASP to create additional affordable housing development opportunities within the FPASP. Based on Opticos' analysis, as well as staff's evaluation of how other communities like Roseville and El Dorado Hills have addressed similar challenges to increase densities, staff developed a number of recommendations that focused on form, size, scale, height, and design rather than on density alone. These recommendations formed the basis for identifying the development assumptions and determining the appropriate development standards associated with the amendments to the City's 2035 General Plan and FPASP as well as inform the ongoing Zoning Code update. Overall, Planning Commission and City Council members supported the recommendations presented by staff and Council directed staff

to proceed with the necessary analysis to increase residential capacity in the three strategic areas of the City as listed in Table 2.

**Table 2  
 City Council Directed Targeted Increases**

<b>Target Area</b>	<b>Minimum Density</b>	<b>FAR Minimum</b>	<b>FAR Maximum</b>	<b>Height Limit</b>
East Bidwell Corridor	30 du/ac	0.5	1.5	35' up to 50' -60' (60' for corner elements only)
Iron Point and Glenn Station	30 du/ac	1.0	3.0	35' up to 60 – 70' (70' for corner elements only)
Folsom Town Center	30 du/ac	1.0	3.0	35' up to 60 – 70' (70' for corner elements only)

Folsom Plan Area Landowner Coordination – In addition to increasing allowable densities in the three targeted areas of the City, Program H-2 also prescribes that the City coordinate with landowners in the Folsom Plan Area to mitigate for the loss of lower-income housing sites to market-rate housing. As such, staff met with the FPASP landowners and several interested developers to better understand future affordable housing development opportunities within the FPASP and to discuss potential strategies to maintain the City’s RHNA for the current housing element cycle. As a result of these meetings the following measures pertaining to the FPASP were identified and agreed upon:

1. Amend the land use and specific plan designations for Site 2 (10.52 acres) from Industrial/Office Park (IND/OP) to Multi-Family High Density (MHD) to allow for development of up to 400 multi-family housing units.
2. Amend the land use and specific plan designations of Site 15 (13.22 acres) from Community Commercial (CC) to Multi-Family High Density (MHD) to allow for up to 320 multi-family housing units.
3. Amend the land use and specific plan designations for Site 233 (11.54 acres) from General Commercial (GC) to Mixed-Use (MU) to allow for development of up to 250 multi-family housing units.
4. Amend the land use and specific plan designations for Site 76 (13.22 acres) from Multi-Family Low Density (MLD) to Multi-Family Medium Density (MMD) to allow for up to 230 multi-family housing units.
5. Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
6. Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0 for MHD and MU parcels.
7. Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to six stories (70 feet) for architectural features such as corner elements.
8. Increase the number of dwelling units allocated to nine additional multi-family

designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.

9. Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a commitment of 890 deed-restricted affordable housing units to help meet the City's lower-income RHNA.

Furthermore, the City and landowners entered into a Memorandum of Understanding (MOU) that memorializes the following: 1) the City's intention to take the lead on the General Plan and FPASP Amendments and associated environmental analysis to increase housing development capacity, including affordable housing, and to present that to the City Council for action; and 2) the landowner's commitments to deed-restrict certain lots for the development of 890 units affordable to lower-income households within 30 days of Council action (Note: this is in addition to the 64 units to be deed restricted by Eagle for lot 61) and to fund an update by Economic & Planning Systems (EPS) or other consultants to the Public Facilities Finance Plan (PFFP) related to the increased housing units.

Buildout Assumptions - As previously discussed, implementation of Program H-2 will increase allowed densities in three targeted areas of the City: East Bidwell Mixed Use Overlay, SACOG Transit Priorities Areas (primarily along the Glenn/Iron Point light rail stations), and the FPASP. Thus, a critical component of this project was to identify and then analyze the increased residential holding capacity. As such, based on the results of the Targeted Housing Study and coordination with the FPASP landowners, staff and the consultant team were able to quantify the projected increased density of existing housing sites (multi-family and mixed-use) in the target areas and identify additional housing sites in the Folsom Plan Area to establish buildout assumptions and capacity that was used as the basis for the technical studies and environmental review associated with the project.

In evaluating the areas for increased housing capacity, staff and its consultant team looked at vacant sites, underutilized sites (e.g., sites with excess parking or parts of existing parcels without development) and areas where there was the potential for redevelopment over time (i.e., where land values exceed building value). In addition to trying to meet the City's RHNA targets with vacant and underutilized land, staff also tried to allocate the sites (and housing units) to the north and the south (FPASP) based roughly on the percentage of each area relative to the City's total land area. Based on the development assumptions and analysis for each of the targeted areas North of Highway 50, approximately 4,000 residential units of additional holding capacity for housing was identified with the build out model for the project.

In the FPASP, the increased holding capacity for development was calculated based on the proposed FPASP RHNA strategy summarized earlier in this report and results in an increased holding capacity of 1,882 residential units. Of the 1,882 units of increased capacity, 970 additional residential units result from rezoning commercial/industrial sites to allow for multi-family development and the remaining 912-unit capacity results from increasing the allocated number of residential units on individual multi-family zoned sites in the FPASP.



This distribution of units between north and south of Folsom is roughly in line with the amount of land of each area relative to the total amount of land in Folsom (28 square miles). Due to the greater availability of vacant land in the Folsom Plan Area, the allocation is higher in that area (1,882 units for approximately 6 square miles) compared with the north (5,150 units over approximately 22 square miles). Table 3 summarizes the buildout assumptions (proposed housing buildout capacity) through 2035 for each of the targeted areas identified in Housing Element Program H-2.

**Table 3  
 Summary of Increased Residential Buildout Capacity**

<b>Area/Subarea</b>	<b>Target Residential FAR</b>	<b>Increased Capacity*</b>
<b>Transit Priority Areas</b>		
1. Iron Point Station	2.0	750
2. Glenn Station	2.0	1,050
<b>East Bidwell Corridor</b>		
3. Central Commercial District	1.5	1,850
4. Creekside District	1.0 - 1.5	450
5. College/Broadstone District	1.5	1,050
Subtotal		5,150
<b>FPASP</b>		
6. Folsom Plan Area		1,882
<b>Overall Capacity</b>		7,032
Existing Capacity (per General Plan EIR)		(1,000)
<b>Net New Capacity</b>		<b>6,032</b>

*\*Note: Numbers in this table are based on target FAR and are rounded.*

In March of 2023, the proposed buildout capacity analysis was presented to the City Council. Staff explained that while this is a large increase, not all dwelling units will be built at once, and if all this growth does happen it will occur over the remaining horizon of the 2035 General Plan and the FPASP. Staff also explained that creating this additional residential development capacity satisfies the goals of the General Plan and Housing Element by: 1) creating sufficient capacity to address the City’s current RHNA obligations as well as helping with future ones; 2) focusing growth in targeted areas and away from established residential neighborhoods; and 3) avoiding a situation where the City has to rezone land outside of these targeted areas to satisfy the State’s “no net loss” requirements. City Council supported the buildout capacity assumptions and directed staff to commence with the necessary technical analysis and environmental analysis associated with the project.

**ROUNABOUT PRIORITIZATION POLICY**

On December 13, 2022, staff made a presentation titled “Report on Traffic Roundabout Fact-Finding Mission and Direction to Staff Regarding Future Consideration of a Traffic Roundabout Policy” to City Council. During the presentation, staff presented information

regarding their experiences visiting Carmel and Whitestown, Indiana, as well as Stapleton, Golden, and Loveland, Colorado. Staff presented the benefits of roundabouts to vehicle and driver safety, traffic operations and capacity, right-of-way requirements, and maintenance needs versus traditional traffic signal control at intersections. At the conclusion of the presentation, City Council provided staff direction to develop a “Roundabout First” policy. This new policy has been added to the Mobility Element in the proposed amendments to the 2035 General Plan.



**ATTACHMENT 2  
 PROJECT DESCRIPTION**

The City adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update the City is required to establish and maintain multi-family and mixed-use land available to meet the target housing demand at all income levels over an eight-year period. The City’s Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to low- and very low-income households (collectively referred to as the lower-income RHNA). To create adequate capacity for lower-income RHNA the 2021-2029 Housing Element includes Program H-2 to strategically increase densities in targeted areas of the City, including the East Bidwell Mixed-Use Overlay area, Sacramento Area Council of Governments (SACOG) transit priority areas (Glenn and Iron Point light rail stations), and the Folsom Plan Area. To implement Program H-2 and increase opportunities for multi-family high density development to support lower-income housing capacity in the City, the project includes amendments to the City’s General Plan and FPASP and future related amendments to the Zoning Code, which will be considered separately from this action.

**INCREASED RESIDENTIAL DENSITIES: EAST BIDWELL MIXED-USE AND TRANSIT-ORIENTED DEVELOPMENT OVERLAYS**

The project includes amendments to the 2035 General Plan to increase the minimum density and maximum floor area ratio (FAR) standards for the East Bidwell Corridor Mixed-Use Overlay and establish a new Transit Oriented Development Overlay (and associated development standards) for the areas surrounding Iron Point and Glenn Stations (Table 4 and Figure 1).

**Table 4  
 Proposed Increased Densities**

<b>Target Area</b>	<b>Minimum Density</b>	<b>FAR Minimum</b>	<b>FAR Maximum</b>	<b>Height Limit</b>
East Bidwell Mixed Use Overlay Area	30 du/ac	0.2	2.5	50 ft. (35 ft. Near single family residential and 60 ft. for corner elements only)
Transit Development Overlay Area (i.e., Iron Point and Glenn Stations)	30 du/ac	1.0	3.0	60 ft. (70 ft. for corner elements only)

*FAR = floor area ratio; du/ac = dwelling units per acre; ft. = feet*

*Source: Ascent Holding Capacity Buildout Assumptions Analysis and Recommendations*

The 2035 General Plan previously assumed 962 units of growth within the East Bidwell Corridor Mixed-Use Overlay and did not assume any new housing units within the Transit Priority Areas. Factoring in that existing development capacity, the net new capacity in these areas of the City would be approximately 4,000 housing units (Table 5). Growth

under the project is anticipated to occur under the remaining horizons of both the 2035 General Plan and Folsom Plan Area Specific Plan.

**Table 5  
 Net New Capacity for the  
 East Bidwell Corridor and Transit Priority Areas**

<b>Area/Subarea</b>	<b>Target FAR</b>	<b>Potential Increased Capacity*</b>
<b>Transit Priority Areas</b>		
Iron Point Station	2.0	748
Glenn Station	2.0	1,034
<b>East Bidwell Corridor</b>		
Central Commercial District	1.5	1,867
Creekside District	1.0-1.5	446
College/Broadstone District	1.5	1,031
<b>Subtotal</b>		5,126
Previously Assumed Capacity in these areas (per General Plan 2035 EIR)		(962)
<b>Net New Capacity</b>		4,164

*\*Note: Increased capacity based on target FAR multiplied by available acreage. Numbers are not rounded.  
 FAR = floor area ratio  
 Source: Ascent Holding Capacity Buildout Assumptions Analysis and Recommendations.*

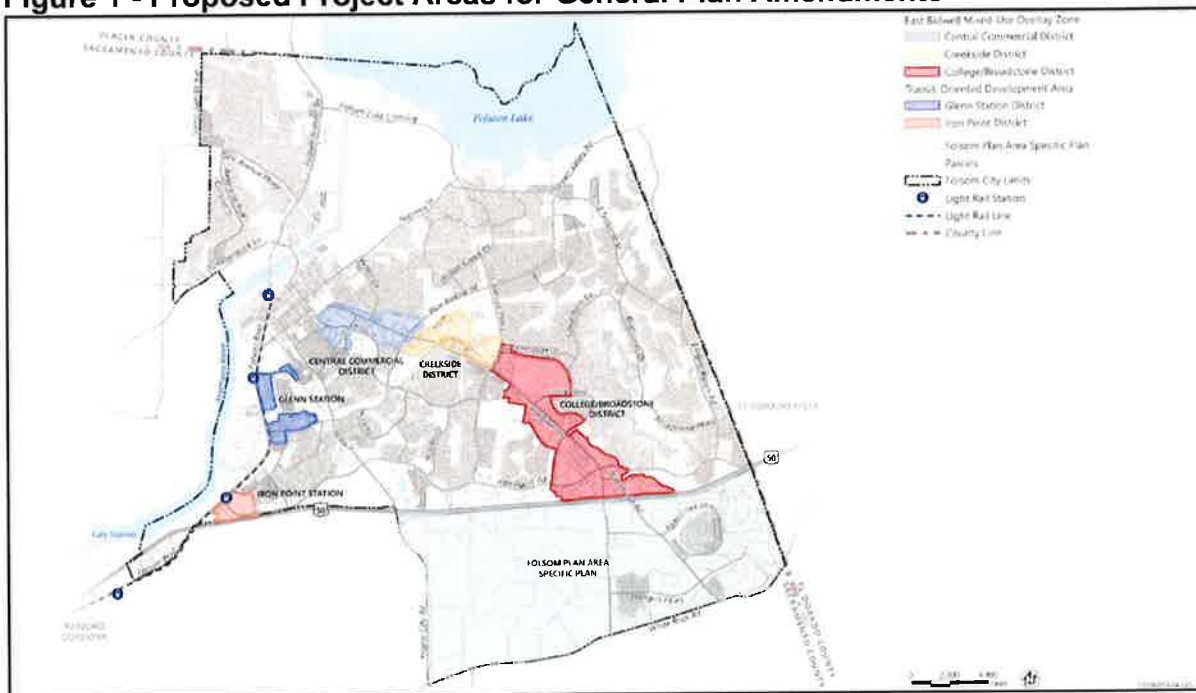
**AMENDMENTS TO THE FOLSOM PLAN AREA SPECIFIC PLAN (FPASP)**

The project would also result in the potential for an additional 1,882 residential units in the FPASP over the next 12 to 20 years (refer to Attachment 7). To account for increased residential development the project would reduce 251,266 square feet of non-residential development capacity in the FPASP. Parcels that would include a specific plan amendment and associated general plan amendments are shown in Figures 1 and 2, and Table 6. Table 6 also shows proposed non-residential capacity. Specific General Plan land use amendments and FPASP amendments would include:

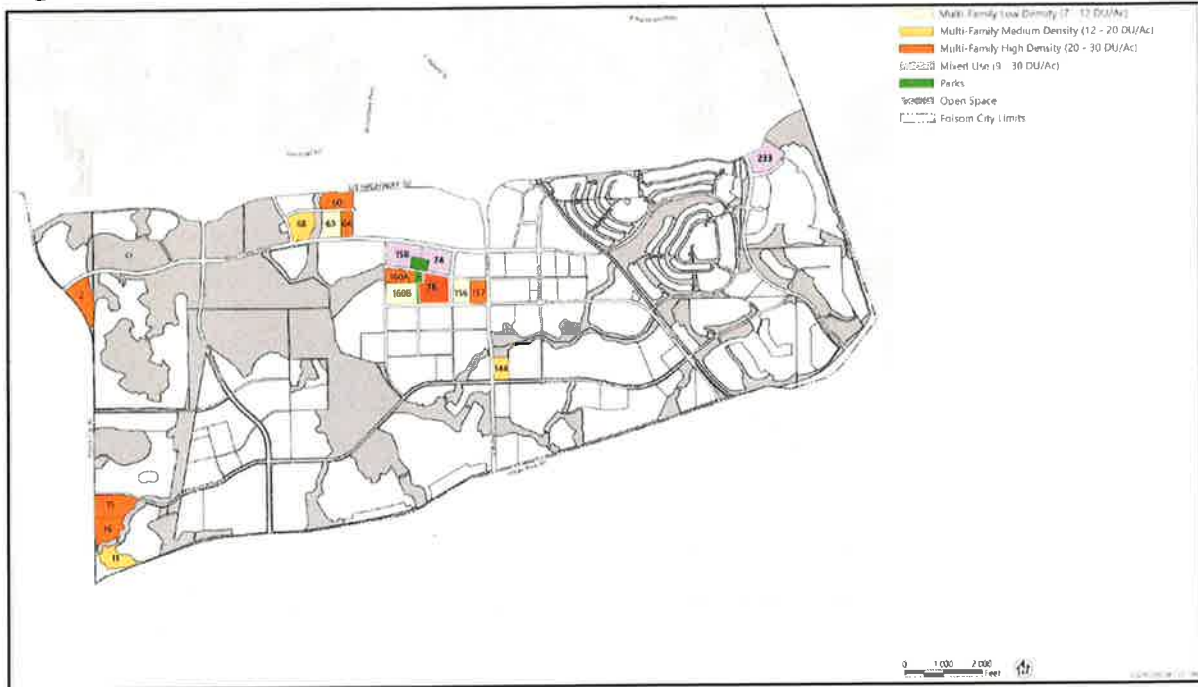
1. Amend the land use and specific plan designations for Site 2 (10.52 acres) from Industrial/Office Park (IND/OP) to Multi-Family High Density (MHD) to allow for development of up to 400 multi-family housing units.
2. Amend the land use and specific plan designations of Site 15 (13.22 acres) from Community Commercial (CC) to Multi-Family High Density (MHD) to allow for up to 320 multi-family housing units.
3. Amend the land use and specific plan designations for Site 233 (11.54 acres) from General Commercial (GC) to Mixed-Use (MU) to allow for development of up to 250

- multi-family housing units.
4. Amend the land use and specific plan designations for Site 76 (13.22 acres) from Multi-Family Low Density (MLD) to Multi-Family Medium Density (MMD) to allow for up to 230 multi-family housing units.
  5. Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
  6. Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0 for MHD and MU lots.
  7. Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to six stories (70 feet) for architectural features such as corner elements.
  8. Increase the number of dwelling units allocated to nine additional multi-family designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.
  9. Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a landowner commitment of 890 deed-restricted affordable housing units to help meet the City’s lower-income RHNA.

**Figure 1 - Proposed Project Areas for General Plan Amendments**



**Figure 2 - Folsom Plan Area Increased Residential Capacity Sites**



**Table 6**  
**Proposed FPASP Land Use Amendments and Changes in Capacity**

Existing Land Use Allocation			Proposed Land Use Allocation			
Parcel ID	Land Use Designation	Capacity (residential units; non-residential sf)	Land Use Designation	Proposed Capacity (residential units; non-residential sf)	Change in Capacity (residential units; non-residential sf)	Acreage
<b>Residential Capacity</b>						
2	IND/OP	0	MHD	400	400	10.52
11	MMD	155	MMD	160	5	8.56
15	CC	0	MHD	320	320	13.12
16	MHD	246	MHD	240	(6)	9.80
60	MHD	192	MHD	270	78	7.70
63	MLD	70	MLD	225	47	7.84
64	MHD	108	MHD			4.31
68	MMD	176	MMD	160	(16)	9.72
74	MU	57	MU	366	309	10.00
76	MLD	119	MMD	230	111	13.22
144	MMD	109	MMD	130	21	5.16
156	MLD	57	MLD	225	23	6.33
157	MHD	145	MHD			5.79
158	MU	72	MU	349	277	11.48
160A	MHD	145	MHD	192	47	5.82
160B	MLD	97	MLD	113	16	10.75
233	GC	0	MU	250	250	11.54
				<b>Total</b>	<b>1,882</b>	
<b>Non-Residential Capacity</b>						
2	IND/OP	137,214	MHD	0	(137,214)	10.52
15	CC	142,659	MHD	0	(142,659)	13.12
74	MU	38,333	MU	60,000	21,667	10.00
158	MU	43,560	MU	50,500	6,940	11.48
				<b>Total</b>	<b>(251,266)</b>	

( ) = negative number; sf = square feet; IND/OP = Industrial/Office Park; MMD = Multi-Family Medium Density; MHD = Multi-Family High Density; MLD = Multi-Family Low Density; RC = Regional Commercial; MU = Mixed Use; GC = General Commercial

\*See Figure 2 for parcel ID locations.



In addition, the project adds a roundabout policy (consistent with the proposed General Plan Roundabout Prioritization Policy and includes clean-up revisions to the FPASP that remove outdated information and consolidate duplicative land use information in the text by referring users to the Land Use Summary in Table 4.2 and Site Inventory Tables (5.1, 5.2, 5.3 and 5.4).

## **ROUNDABOUT PRIORITIZATION AND SAFETY**

The project proposes to amend the General Plan Mobility Element to include the following “roundabout prioritization” policies and new local road safety plan policy.

### **M 4.1.10 Prioritization of Roundabouts**

Roundabouts are prioritized as the primary form of intersection control. During the planning and design of new transportation facilities, and when retrofitting existing intersections, an engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director. If roundabout control is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to, other traffic control alternatives. If other intersection controls are proposed in lieu of roundabout control, the engineering study shall demonstrate that the roundabout is physically infeasible and/or that the operations and the safety of the proposed alternative intersection are determined to achieve the same or better operations and/or offer longer-term advantages when compared to a roundabout intersection.

### **M 4.1.11 Traffic Calming**

Continue to evaluate the need for and effectiveness of traffic calming measures, including roundabouts and lane narrowing, in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. When considering intersection traffic control treatments, the prioritization of roundabouts per M 4.1.10 shall govern.

These policies will require that whenever traffic controls are needed at an intersection, the use of roundabouts as a traffic control measure should be considered first before considering alternative traffic controls, such as traffic signals or turn restrictions. Additionally, these policies address modifications to existing traffic controls, which would allow an existing signalized intersection to be replaced by a roundabout.

### **M 4.1.12 Local Road Safety Plan**

The City shall create, adopt, and periodically update a Local Road Safety Plan (LRSP) to assess fatal and severe traffic collisions in an effort to identify countermeasures designed to reduce the frequency or severity of such collisions. An updated LRSP is required by the State in order for local agencies to qualify for Highway Safety Improvement Program (HSIP) program.



The Implementation Chapter also includes a new implementation program associated with the Local Road Safety Plan as follows:

**M-13: Local Road Safety Plan**

Adopt a Local Road Safety Plan, and regularly update it to include current traffic collision data.

**TRIBAL CULTURAL RESOURCES**

To provide clarification regarding the City's treatment of tribal cultural resources, the project also amends the General Plan Implementation Chapter to include two new implementation programs related to General Plan Policy NCR 5.1.4 and tribal cultural resources. The proposed new tribal cultural resources implementation programs are as follows:

**NCR- 9: Management of Tribal Cultural Resources**

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

**NCR -10: Confidentiality of Tribal Cultural Resources**

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

Lastly, the project proposes several additional General Plan Implementation Measures related to mobility and noise, and as noted earlier includes several minor clean-up revisions to the FPASP that remove outdated information and consolidate duplicative land use information in the text by referring users to the Land Use Summary in Table 4.2 and Site Inventory Tables (5.1, 5.2, 5.3 and 5.4).

Complete versions of both the revised General Plan and FPASP can be found on the City's website at: [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy).

**ATTACHMENT 3  
ANALYSIS**

**Project Purpose**

Folsom has continued to grow and is growing faster than the rest of Sacramento County. In addition, housing rents and sales prices are rising faster here than in other communities. The City must plan for that growth and make sure that growth occurs in the areas of Folsom where it will have the most benefit, but also have the least impact on existing areas, especially established residential neighborhoods. In the City's 2035 General Plan, Housing Element program H-2 commits the City to increasing opportunities for development of higher density housing in the Folsom Plan Area, the East Bidwell Corridor, and the areas around the City's light rail stations particularly the Glenn/Bob Holderness Station and the Iron Point Station.

Though Folsom has a larger proportion of households with children compared to the rest of Sacramento County, it also has a growing population of persons aged 65 or older - similar to that of the County. As people age, they often need smaller housing units that are easier to maintain and closer to services. Folsom currently has fewer housing options for those looking to transition out of a larger single-family home. Similarly, as children age and become young adults, there are few affordable housing options here available to them. In addition, while Folsom has almost six million square feet of retail shopping space and has a healthy retail environment compared with other areas in the region, the City does not have many housing options to address the needs of these workers compared to other cities in this region. As a result, many workers commute into Folsom, which worsens traffic congestion and parking.

By targeting increased residential capacity for multi-family and mixed-use development in the East Bidwell Corridor, the areas around the City's light rail stations particularly the Glenn/Bob Holderness Station and the Iron Point Station, and the Folsom Plan Area Town Center, the project encourages new growth of multi-family and affordable housing development in key areas near jobs, services and transit. Furthermore, increased residential capacity in these targeted areas promote efficient land use consistent with SACOG's Blueprint Principles and provides housing opportunities near major employment centers, including but not limited to Folsom Lake College, Palladio, Kaiser Permanente, Lake Forest Technical Center, and within the Folsom Plan Area, the future Dignity Health Campus and UC Davis Medical Center. The land use policies associated with these areas encourage dense mixed-use transit-oriented development that facilitate connections (including bicycle and pedestrian connections) between transit modes (bus service along East Bidwell Street, light rail, and the future Plan Area express bus service providing direct service to the Hazel Avenue light rail station). By increasing allowed residential densities in these strategic areas of the City, a better mix of residential, employment, education, and service uses will allow individuals to accomplish their daily activities with less driving, and consequently less Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions per capita compared to existing development.

To ensure the success of future projects with minimum densities of 30 dwelling units per acre in the key project areas, it is imperative that these increased densities in the target areas respect the local context and improve the character of the community and enhance connectivity. Increased densities, along with physical design, need to respond to the scale and features of the surrounding area. Thus, the market feasibility/design analysis for higher density residential and residential mixed-use development project prepared by Opticos (and discussed earlier in this report) helped lay the groundwork for this effort by illustrating how design and density can work in tandem to achieve attractive higher intensity residential multi-family and mixed-use development. To this end, Opticos is currently assisting the City in developing new objective design and development standards (ODDS) to regulate development in these areas. Following approval of the proposed general plan and specific plan amendments, the new ODDS will be presented for Planning Commission review and City Council adoption in the next two months.

### **No Net Loss**

Under state law, if a city or county includes a site in its Housing Element sites inventory that is zoned for a density of 30 du/ac or more and that site is developed with market-rate housing, then the jurisdiction must identify another site with zoning that allows 30 du/ac or more. As part of the Housing Element requirements, the jurisdiction must maintain a housing sites inventory sufficient to accommodate the projected housing growth at all times including sites for housing affordable to lower-income households. If any of those sites identified for affordable housing are developed with market-rate housing, then the jurisdiction must identify replacement sites and rezone those sites for housing at 30 du/ac or more within six months so that it can accommodate its future affordable housing obligations. This is called the “no net loss” provision.

At the time of the City’s Housing Element adoption in 2021, the City was able to identify sufficient sites for future housing growth, including sites for affordable development with a surplus (buffer) of appropriately zoned land assumed to accommodate 490 lower-income units. However, since Housing Element adoption, several projects have been approved and/or development applications received for market rate and non-residential development on multi-family and mixed-use sites submitted that are impacting the City’s available sites/housing capacity buffer. Table 6 provides a summary of the projected lower-income RHNA capacity anticipated over the next six months. As shown in Table 7, staff anticipates that our surplus will shrink from 490 units to 231 by the end of the year. Based on State “no net loss” law, it is the City’s responsibility to maintain adequately zoned sites with corresponding housing capacity to meet the City’s housing needs at all times for the eight-year housing cycle.

Approval of this project includes amendments to the land use and specific plan designations for FPA Sites, 2, 15, and 233 (refer to Figure 2), which will allow for the development of an additional 970 high density multi-family units in the Folsom Plan Area. Thus, the 970 units will help increase the buffer.

Furthermore, it is extremely important to note that the MOU between the City and the

Folsom Plan Area landowners sets out provisions for deed-restricting several parcels in the Folsom Plan Area to only allow development of affordable housing. The Folsom Plan Area landowners have agreed to deed-restrict sites for 890 deed-restricted affordable housing units to help meet the City’s lower-income RHNA. While the amendments associated with this project create additional capacity, actual development of these units would be subject to future City review and approval.

**Table 7  
 Summary 2024 Projects on Multi-family or Mixed-Use Sites  
 Lower Income Residential Holding Capacity Compared to RHNA**

<b>HE Low and Very Low Capacity</b>	<b>4,057</b>	<b>Status/Description</b>
Vintage Senior Apts Site	+ 135	BP zone not included in RHNA
Harrington Sites	+ 53	Previous Project Withdrawn 1.95 ac
Creekside Sites	(150)	Approved Entitlement
Habitat Persifer Site	+ 10	Not Included in Housing Element
Kaiser Site	(37)	Active Application Reducing Acreage
Elliott Broadstone Site	(270)	Active Application Reducing Acreage
<b>New Capacity</b>	<b>3,798</b>	
<b>HE Lower-Income RHNA Required</b>	<b>3,567</b>	
<b>Surplus</b>	<b>231</b>	

**Environmental Effects**

The following is a summary of the potential environmental effects resulting from the project and whether those effects could have a significant impact on the environment based on the analysis in the Environmental Impact Report (EIR) for this project.

**Vehicle Miles Traveled (VMT)**

The State Guidelines for the California Environmental Quality Act (CEQA) added a requirement for a Vehicle Miles Traveled (VMT) assessment in December 2018. However, the 2035 General Plan Environmental Impact Report (EIR) did not address VMT impacts associated with implementing the General Plan since it was completed before that date. As such, a VMT analysis was prepared by Kimley Horn as part of the project analysis (refer to Appendix D of the Draft SEIR).

As required under Senate Bill 743 (2013), jurisdictions must target a reduction of 15 percent below the current VMT per capita level. In order to be considered significant under this threshold, the VMT per capita generated by the project would need to exceed 7.51 miles per capita (i.e., per person). As previously noted, the project involves up to 6,046 additional housing units. Based on the analysis, the project’s estimated residential VMT



per capita is 6.62 which falls below the threshold of 7.51. As a result, the project would result in reduced VMT per capita and lower per capita greenhouse gas emissions compared with existing development or development in other areas of Folsom.

This is due to several factors. First, the project focuses growth in areas close to existing jobs, services, and transit. Second, it was assumed that approximately 26 percent of the units would be developed as housing affordable to lower-income households. Lower-income households tend to drive less, own fewer automobiles, and use transit more frequently than wealthier households.

While the City's RHNA assumes that over 50 percent of the approximately 6,000 units of housing would be lower-income units, in the past 10 years about 26 percent of the City's new housing has been affordable to lower-income households. Based on the City's existing affordable housing development rates, the VMT analysis factored in a reduction due to 26 percent affordable units. Thus, the VMT analysis prepared for the project accounted for the reduction associated with 26 percent affordable units that would result in a reduction in trips and trip length as compared to market-rate housing.

It is also important to note that the VMT analysis prepared for this project represented a conservative analysis of the project's effects on the City's transportation system and did not include future roadway improvements or future projects that are known but not yet approved or funded. If the future Rowberry Overcrossing and/or the Empire Ranch Interchange were included in the VMT analysis, these two connections would reasonably be anticipated to shorten trip lengths for drivers attempting to access US 50 or the Folsom Plan Area. In addition, if the proposed Kaiser hospital expansion project and the proposed Sutter Medical facility were added to the VMT analysis, the result would be a more balanced jobs-to-housing ratio, which would likely lower the project's VMT per capita further.

The project's effects on automobile delay no longer constitute a significant impact under CEQA and effects related to automobile delay were not addressed in the project's environmental analysis. Although CEQA no longer considers level of service (LOS) as an environmental effect, General Plan Policy M 4.1.3 (Level of Service) states that the City shall strive to achieve a Level of Service (LOS) of D or better, where LOS is free flowing traffic with no delays while LOS F is congested intersections with substantial delays. Though this project will increase the amount of traffic, it will result in fewer vehicle trips than development in other areas of Folsom further from jobs, services, and transit. In addition, staff has included the new roundabout prioritization policy associated with this project to lower speeds, improve safety and reduce delays. The new policy involves the process of considering a roundabout for an intersection before any other form of traffic control at an intersection. Since roundabouts are unsignalized alternatives to intersections that typically allow traffic to continue through an intersection of two or more roads without stopping, they improve traffic flow and reduce traffic congestion.

#### Water Supply and Water Infrastructure

Another potential environmental effect identified from the project is water supply and water infrastructure. Implementation of the project would not, in and of itself, construct new

housing in Folsom. However, the project would facilitate the development of additional residential units by permitting denser development on parcels already planned for development within the project planning area. Implementation of the project could increase the number of residential units in the City by 6,046 additional units over development anticipated in the adopted 2035 General Plan through redesignation of General Plan land uses and associated zoning. As such, an analysis of the project effects on water supply and water infrastructure was prepared for the project.

There are two water providers that serve the Folsom Plan Area – the City of Folsom, which provides water to most of the Folsom Plan Area, and the El Dorado Irrigation District (EID), which serves the area east of Empire Ranch Road south of Highway 50 an area also known as Folsom Heights. Using the 2020 Urban Water Management Plan (UWMP), an analysis prepared for this project concluded that the City of Folsom and EID would have sufficient water supplies to serve the projected water demand resulting from future development of the project. It should be noted; however, that pursuant to the Water Supply Agreement for the Folsom Plan Area (FPA), the FPA is limited to 5,600 acre feet per year (AFY) of water. The updated water demand forecast for the FPA indicated that there would be approximately 778.53 AFY of water surplus from the Water Supply Agreement. Therefore, there would be sufficient water supply to accommodate the approximately 414.04 AFY of water demand resulting from the proposed additional housing capacity in the Folsom Plan Area (1,882 units).

Furthermore, hydraulic modeling (Appendix E of the Draft SEIR) was conducted by Person Brustad, Inc. in August of 2023 to identify if the project would cause any adverse impacts that would require additional water distribution infrastructure or upsizing of existing or planned infrastructure beyond what is already completed (Phase 1 backbone infrastructure) and planned (Phase 2 backbone infrastructure). The analysis assumed that the remaining infrastructure improvements for the Folsom Plan Area would be constructed as planned. Based on the current schedule, the Phase 2 water line project is expected to go out to bid this year with construction starting either later this year or in 2025. As a result, the hydraulic analysis concluded that the project's increased buildout would have no adverse impacts to the City's water system caused by the increase in demand. The existing storage North of 50 and the planned storage in the FPA can accommodate the increased storage requirements. As such no additional improvements to the City's water infrastructure would be required as a result of this project.

#### Wastewater Capacity

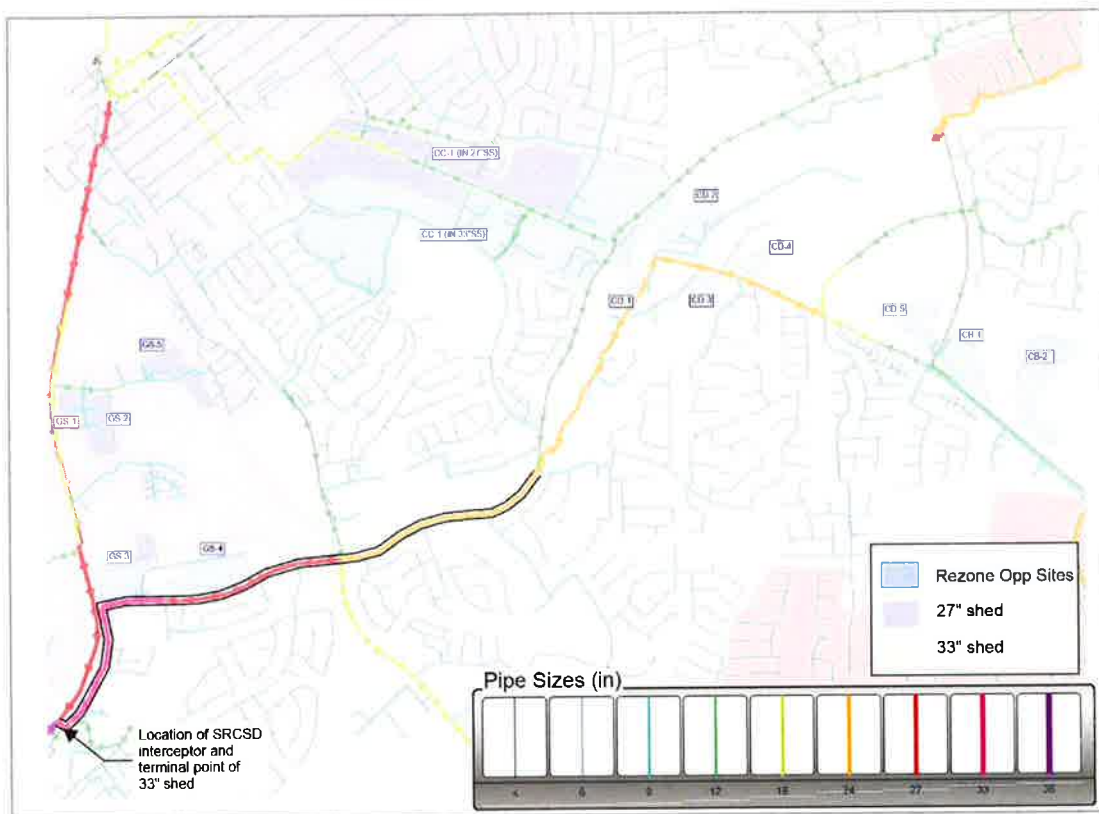
A supplemental Wastewater Capacity Analysis (included as Appendix F to the Draft SEIR) was prepared by Waterworks Engineering for the project. Similar to water impacts, implementation of the project could increase the number of residential units in Folsom by 6,046 additional units over development anticipated in the adopted 2035 General Plan. As such, the analysis was conducted to assess if the increased residential capacity proposed by the project would affect the City's wastewater collection system. The analysis concluded that the existing wastewater conveyance infrastructure in the project planning area north of Highway 50 for the 27-inch shed and the 33-inch shed would not have sufficient capacity to accommodate the anticipated additional wastewater beyond what was analyzed



in the 2035 General Plan EIR. For the 27-inch shed, increased development from the project would require future construction or expansion of wastewater conveyance facilities and, for the 33-inch shed, localized sewer improvements would be required to handle the increased water flows. Therefore, the wastewater resulting from the project would result in a new and substantially more significant wastewater impact than was addressed in the 2035 General Plan EIR. However, implementation of the following proposed mitigation measures would reduce any significant project impacts to a less than significant level.

**Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed**  
Future development in the 33-inch shed (refer to Figure 3) in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 33-inch shed within the project area.

**Figure 3 - 33-Inch Sewer Shed**



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

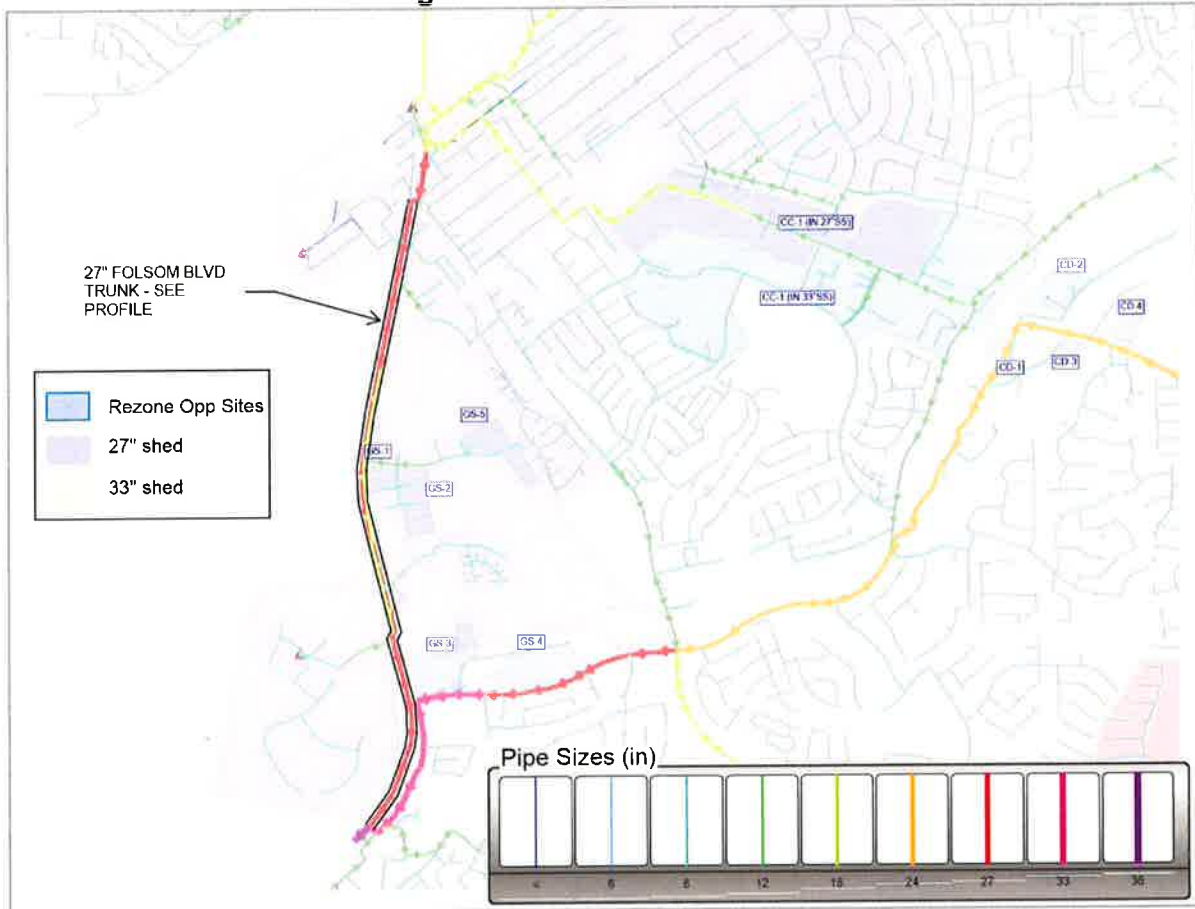
To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed (refer to Figure 4) prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.

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

- Construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street;
- Construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed;
- Upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch; and
- Identification of additional localized sewer improvements.

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

**Figure 4 - 27-Inch Sewer Shed**



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

Air Quality, Greenhouse Gas Emissions, and Energy Modeling Outputs

A supplemental Environmental Noise and Vibration Assessment ("Air Quality, Greenhouse Gas Emissions, and Energy Modeling Outputs," included as Appendix B to the Draft SEIR) was prepared in order to verify that there would be no new air quality, greenhouse gas emissions, or energy impacts associated with the proposed project that were not contemplated and addressed by the 2035 General Plan EIR and/or the 2011 FPASP EIR/EIS.

The air quality analysis concluded that while no site-specific housing development is proposed, the project would result in increased residential development, a reduction in commercial and industrial land uses, but would not propose any new stationary sources of pollution in the project planning area. Although the project would generate greater overall emissions than the existing land uses in the 2035 General Plan EIR, the project would be more efficient on a per person basis. Since air quality emissions per person would be more efficient (less) compared to the existing 2035 General Plan, the project would not introduce a new or substantially more severe impact than what was identified in the 2035 General Plan EIR.

In addition, the analysis concluded that construction and operation of the project would result in Greenhouse Gas (GHG) emissions. To evaluate GHG emissions, a comparative analysis was conducted that looked at the proposed land use changes to the previously adopted General Plan land uses. Based on this analysis, construction emissions are anticipated to be lower and operational emissions are anticipated to be higher than previously evaluated. However, the proposed project would increase residential density, which results in lower VMT and GHG emissions on a per capita basis, consistent with the goals and objectives of the GHG reduction strategy in the adopted Climate Action Plan (CAP) (integrated into the 2035 General Plan). While the adopted CAP and associated measures demonstrated that the City would achieve their 2035 GHG targets, GHG emissions targets for 2050 would likely not be achieved. Because the project would be consistent with adopted GHG reduction strategies that aim to improve GHG efficiency, the project would not conflict with the City's ability to achieve their 2035 targets, however, the project does not include any additional measures or GHG reduction strategies that would assist in meeting the 2050 targets. Although the impact would remain significant and unavoidable, the project would not result in new or substantially greater impacts relating to GHG emissions than those evaluated in the 2035 General Plan EIR.

Finally, while the full buildout of the project would result in the consumption of additional energy supplies during construction and increased energy demands compared to local conditions, the analysis concluded that the project would not result in a new or substantially more severe impact than the 2035 General Plan EIR land uses due to its greater energy efficiency.

#### Noise and Vibration Impacts

A supplemental Environmental Noise and Vibration Assessment ("Noise Modeling Outputs," included as Appendix C to the Draft SEIR) was prepared by Ascent Environmental in order to verify that there would be no new noise-related impacts associated with the proposed project that were not contemplated and addressed by the 2035 General Plan EIR and/or the 2011 FPASP EIR/EIS.

The purpose of the supplemental Noise and Vibration Assessment was to quantify future noise and vibration levels which would be generated by traffic on nearby existing and proposed roadways and by construction activities that may occur on project sites, and to compare those noise levels against the noise standards established by the Noise Element



in the City's General Plan. It is important to note that specific construction activities, proximity of equipment to existing structures and sensitive land uses, and specific duration of individual construction projects are unknown at this time. Therefore, this analysis evaluated the potential for impacts to occur at a programmatic level based on typical construction equipment that could be used for building construction.

#### Construction Activity Noise Impacts

The 2035 General Plan EIR determined that the potential noise generated from construction activities could result in a substantial temporary increase in noise levels, but that impacts would be less than significant with adherence to the Folsom Municipal Code (FMC) and General Plan policies. Construction activities associated with implementation of the project would increase development capacity as well as density within certain areas of Folsom. In addition, constructing a multi-unit residential building could take longer and use different equipment than construction of single-family residences or a building with fewer units. Multi-family developments are often taller and could require the use of larger and louder equipment, such as a crane. Construction noise associated with development under the project would be temporary in nature and vary depending on the characteristics of the construction activities being performed. Although the analysis determined that the proposed increase in density could prolong and/or increase noise generated during construction as compared to currently permitted development in the project planning area, implementation of the following proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce any significant project impacts to less than significant.

#### **Mitigation Measure 3.7-1: Construction Noise Reduction Measure**

Add new Implementation Program SN-17 Construction Noise Reduction:

- ▶ The City shall require that the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA  $L_{eq}$  at the nearest receptors:
  - To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.
  - Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses.
  - For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.
  - Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.

- Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

**Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise Near Sensitive Receptors.**

To reduce impacts associated with noise generated during project-related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:

- Noise-generating construction operations shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays.
- All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.
- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- All motorized construction equipment shall be shut down when not in use to prevent idling.
- Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).
- Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.
- Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.



- To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).
- When future noise sensitive uses are within close proximity to prolonged construction noise, noise attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.
- The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.

#### Vibration Impacts

The 2035 General Plan EIR determined that development as part of General Plan buildout would adhere to General Plan policies and would not exceed applicable vibration thresholds for vibration annoyance. However, the General Plan EIR did not analyze potential vibration damage impacts from short-term construction activities and equipment. Implementation of the project would increase development capacity and density compared to what was proposed in the General Plan EIR. The proposed increase could result in different construction methods. As such, the analysis determined that the construction of some buildings in the project planning area could require the use of pile drivers depending on site specific soil type and other foundation factors. In addition to building construction, road improvement projects (e.g., constructing roadways) often require the use of vibratory rollers which, when operated close to existing structures, can result in increased levels of annoyance. Based on reference vibration levels for typical construction equipment evaluated for the project (see appendix C of the Draft SEIR), ground vibration levels associated with pile drivers can reach levels of 1.518 in/sec PPV at 25 feet and is therefore of greatest concern when evaluating potential construction-related vibration impacts. Therefore, vibratory damage could result in a substantially more severe impact than was addressed in the General Plan EIR. However, implementation of the following proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant.

**Mitigation Measure 3.7-2: Implement a Vibration Damage Control Plan**

Add new Implementation Program SN-18 Construction Vibration Reduction:

- The City shall apply this Implementation Program to construction activity involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to reduce the potential for structural damage.
- Require project applicants with projects that involve pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:
  - To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determined.
  - All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended Federal Transit Administration (FTA) vibration damage levels.
  - Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.
  - Limit pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.
  - Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.
  - Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.
  - Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

**Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.**

- To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.
- To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.
- All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.
- A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.
- Each blast shall be monitored and documented for groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.

Traffic Noise Impacts

Although the 2035 General Plan contains policies require the preparation of noise studies for new development along affected roadways and project-specific noise mitigation measures to ensure that existing and proposed noise levels are satisfactory for nearby sensitive receptors, the General Plan EIR concluded that, because it may not be feasible to reduce the project-related long-term traffic noise levels to a less-than-significant level at existing noise-sensitive land uses, the impact would remain significant and unavoidable.

The project would result in the generation of new vehicle trips from the development of increased residential land uses in the project planning area. Additional vehicle trips would result in an increase in traffic-related noise levels on various roadway segments; however, cumulative traffic noise from the project would not result in a substantially more severe impact than identified in the General Plan EIR. Additionally, in accordance with General Plan Policy SN 6.1.2, effective mitigation for noise due to traffic on public roadways would be required for new residential development. Specifically, exterior noise levels for multi-family residential development would be required to meet the City's 65 dBA L<sub>dn</sub> exterior noise standard and 45 dB L<sub>dn</sub> interior noise standard which would address potential impacts to health such as sleep disturbance during nighttime hours. No additional mitigation measures are included beyond adopted Mitigation Measure 3A.11-4 (listed below) for development in the Folsom Plan Area, compliance with General Plan policies, and the FMC noise standards.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezoned sites located within the Folsom Plan Area:

**Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-site Roadways.**

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).
- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, considering site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
  - Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
  - Constructing exterior sound walls;
  - Constructing barrier walls and/or berms with vegetation;
  - Using “quiet pavement” (e.g., rubberized asphalt) construction methods on local roadways; and,
  - Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Stationary Noise Impacts

The 2035 General Plan EIR did not analyze impacts related to stationary noise sources. All future development associated with the project would be required to comply with the FMC and General Plan policies related to stationary noise standards. However, due to the programmatic nature of the project it cannot be assured that future development as part of the project will not exceed applicable standards.

The project would include a rezone to permit residential development at increased density in the project planning area. Noise sources associated with residential land uses include mechanical equipment such as HVAC equipment, residential landscaping activities, and outdoor recreational activities. Noise levels from outdoor activities such as voices would

be intermittent and unamplified, and therefore, not result in a substantial noise increase above ambient noise levels. Noise sources associated with the maintenance of residential property between the hours of 7:00 a.m. to dusk on Monday through Friday and 8:00 a.m. to dusk on Saturday and Sunday are exempt from the City's noise standards. However, HVAC noise could exceed City noise standards for stationary noise sources at nearby receptors and therefore have a significant impact. However, implementation of the following proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant.

**Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise**

Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction:

- The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Noise reduction measures may include, but are not limited to:
  - Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.
  - Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.
  - Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

**Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.**

The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:



- Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.
- External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.
- Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the nighttime [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as possible from noise sensitive land uses or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.
- Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the nighttime [10:00 p.m. to 7:00 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

## **POLICY/RULE**

The City's 2021-2029 Housing Element was approved by City Council on August 24, 2021. That document includes several policies that relate directly to the issues discussed in this staff report. These include:

- **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.
- **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.
- **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.



- **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.
- **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.
- **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.

In addition, and as discussed earlier in this staff report, the City is also subject to identifying sufficient and appropriately zoned sites to accommodate its share of the Regional Housing Needs Allocation (RHNA) as set forth in Government Code Section 65580 *et seq.* The City also has an obligation that if, as a result of market-rate development on sites identified for housing for lower-income households, it fails to have sufficient and appropriately zoned sites then within six months the City must rezone additional land for such housing. This is known as the “no net loss” requirement and is set forth in Government Code Section 65863.

## TRIBAL CONSULTATION

As part of the CEQA process and as part of the process with any amendment to a general plan or specific plan, the City is required to consult with tribes culturally affiliated with the project sites pursuant to Assembly Bill 52 (2014) and Senate Bill 18 (2004). A request was made to the California Native American Heritage Commission for a list of applicable tribes, and a notice was circulated to those tribes. The United Auburn Indian Community (UAIC) requested to engage in consultation with the City about the project. From July 2023 through June 2024 the City consulted with UAIC on the project. After reviewing the draft Cultural and Tribal Cultural Resource section of the Subsequent Environmental Impact Report (SEIR), UAIC proposed modifications to the mitigation measures in the Folsom Plan Area Specific Plan EIR/EIS. Since those measures were developed in collaboration with federal agencies and the tribes, including UAIC, and approved by the City, the tribes and the agencies, that document cannot be altered through the current action. Furthermore, as indicated in the draft SEIR, the proposed project maintains the same development footprint that was previously evaluated in both the General Plan EIR and the FPASP EIR/EIS. Consequently, there are no additional impacts to tribal cultural resources resulting from the implementation of the project.

Although staff and the consultants determined that adjusting land use densities for certain parcels within the City limits will not result in impacts to Native American cultural places or

tribal cultural resources, there is value in addressing Tribal Cultural Resources (TCRs) separately from Cultural Resources (CRs). To that end, two new General Plan Implementation Programs specifically focused on tribal cultural resources have been added as part of this project and are discussed further in the project description section of this staff report.

As a result, on July 5, 2024, the City unilaterally concluded consultation pursuant to Public Resources Code Section 21082.3.2(b)(2) and Government Code Sections 65352.3 and 65352.4.

## **ATTACHMENT 4 ENVIRONMENTAL REVIEW**

The City certified the City of Folsom 2035 General Plan Update Final EIR (General Plan EIR) and adopted the General Plan in August 2018. The General Plan was amended in August 2021 for the Housing Element Update. This project represents a further amendment to the adopted 2035 General Plan. Since the project proposes changes to the land uses evaluated in the General Plan EIR that could involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects, the City determined that the preparation of a subsequent environmental impact report (SEIR) was the appropriate environmental review document for the project, pursuant to the requirements of State CEQA Guidelines Section 15162.

It should be noted that a portion of the project is located in the Folsom Plan Area Specific Plan (FPASP) south of Highway 50. The City adopted the FPASP and certified the Final EIR/Environmental Impact Study (EIS) (FPASP EIR/EIS) in June 2011. The 2035 General Plan and its EIR incorporated the FPASP and its policies and impact analysis. Although this SEIR is based on the analysis in the 2035 General Plan EIR, the SEIR also evaluated the project in light of the impact analysis provided in the FPASP EIR/EIS.

This City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project SEIR has been prepared pursuant to CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 1500, et seq.) to evaluate the physical environmental effects of the project. The City of Folsom is the lead agency for the project. The City has the principal responsibility for approving and carrying out the project and for ensuring that the requirements of CEQA have been met.

A notice of preparation (NOP) was distributed on July 24, 2023 to responsible agencies, and interested parties and organizations, and a scoping meeting was held on August 17, 2023, to gather public input on the scope and content of the SEIR.

Key concerns and issues that were expressed during the scoping process included the following:

- Increased traffic and congestion in the City
- Potential air quality and greenhouse gas emissions
- Air quality exposure for new residences
- Impacts on the existing park system
- Potential impacts to biological resources
- Potential impacts on water and wastewater distribution.

These issues were each addressed in the Draft SEIR, with the exception of traffic congestion (i.e., level of service) which is no longer considered an impact under CEQA, though as noted earlier, this issue is discussed as part of the proposed roundabout policies. Any impacts related to these issues are identified either as less than significant or as less than significant after mitigation.

On April 22, 2024, the City of Folsom released the Draft SEIR and circulated the document for a 45-day public review period. Copies of the Draft SEIR were made available for public review at the City of Folsom Community Development Department, the Folsom Public Library, and on the City's website. A virtual community meeting was held on May 16, 2024, to provide an opportunity for the public to comment on the project and Draft SEIR. The public review period ended on June 6, 2024. Staff received a total of six comment letters during the public review period from the following:

1. California Highway Patrol
2. California Department of Transportation
3. Crystal Gorton
4. Finley
5. Loretta Hettinger
6. Sacramento Area Sewer District

Accordingly, each of the comments received from the six individuals/organizations have been included in the Final SEIR with written responses that address comments on environmental issues received from the reviewers of the Draft SEIR.

### **Scope of the Environmental Impact Report**

CEQA allows a lead agency to limit the detail of discussion of environmental effects that are not potentially significant (PRC Section 21100, CCR Section 15128). Following research and analysis of technical studies and data, it was determined that the project would not result in significant environmental impacts on the resources identified below. Accordingly, the following resources were not addressed in the SEIR:

- Agricultural and Forestry Resources
- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Wildfire

### **Summary of Potential Environmental Impacts**

Provided below is a list of the environmental resource areas identified as having potential to be significantly impacted by the project.

- Aesthetics
- Air Quality
- Cultural and Tribal Cultural Resources
- Energy
- Greenhouse Gas Emissions and Climate Change
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service Systems

Implementation of the project would not result in any new significant and unavoidable impacts that could not be reduced to a less than significant level through mitigation or a substantially more severe finding for an impact that was determined to be significant and unavoidable in the General Plan EIR. A summary of impacts from the project is presented in Table ES-1 at the end of the Draft SEIR Executive Summary chapter, which can be found at [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy).

The majority of mitigation measures identified in the Table ES-1 are existing FPASP EIR/EIS mitigation measures that mitigate impacts of project sites within the FPA; however, there are several new environmental effects associated with the project and associated new proposed mitigation measures which are discussed in detail previously in the Analysis section of this staff report. For a more in-depth analysis, see Table ES-1 as it provides the level of significance of each impact before mitigation, recommended mitigation measures, and the level of significance of the impact after implementation of the mitigation measures.

### **Cumulative Impacts**

State CEQA Guidelines require that all aspects of a project be considered when evaluating its impact on the environment. CEQA Guidelines Section 15355 defines cumulative impact as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Chapter 4 of the Draft SEIR provides an analysis of cumulative impacts of the project taken together with other past, present, and probable future projects producing related impacts and evaluates whether, after implementation of project-specific mitigation designed to minimize environmental effects, the residual impacts of the project would cause a cumulatively significant impact or would contribute considerably to existing or anticipated (without the project) cumulatively significant effects that were identified in the General Plan EIR. Where the project would contribute to such effects, additional mitigation is recommended where feasible.

### **Growth Inducing Impacts**

According to Section 15126.2(e) of the State CEQA Guidelines, an EIR must discuss the growth-inducing impacts of a project. More specifically, CEQA Guidelines require that the EIR discuss the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly in the surrounding environment. Included in this analysis are projects which remove obstacles to population growth, such as a major expansion of a wastewater treatment plant.

Growth inducement itself is not an environmental effect but may foreseeably lead to environmental effects. If substantial growth inducement occurs, it can result in secondary environmental effects, such as increased demand for housing, demand for other community and public services and infrastructure capacity, increased VMT and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open-space land to urban uses, and other effects.

Chapter 6 of the SEIR analyzes potential growth-inducing impacts of the project associated with population growth, employment growth, and infrastructure improvements. Based on the analysis in the SEIR, implementation of the project would not result in substantial population growth or substantial new employment opportunities in Folsom that has not already been accounted for in local and regional planning efforts (refer to the RHNA process discussed earlier). Furthermore, the project would not include any oversized infrastructure or infrastructure extensions that would result in growth beyond what would be anticipated from the project.

### **Significant and Unavoidable Adverse Impacts**

The State CEQA Guidelines Section 15126.2(b) requires EIRs to include a discussion of the significant environmental effects that cannot be avoided if the proposed project is implemented. The General Plan EIR identified significant and unavoidable impacts to scenic resources and visual character, new sources of light and glare, operational air quality emissions, exposure to toxic air contaminants, increased odors, historical and archaeological resources, greenhouse gas emissions, traffic noise, transportation level of service, and tribal cultural resources. However, as a result of Senate Bill 743 (2013), transportation level of service (a measure of traffic congestion and delay) is no longer considered an environmental effect under CEQA and is not evaluated in EIRs. The new transportation criteria used under CEQA is vehicle miles traveled or VMT.

As documented throughout Chapter 3 (Environmental Impacts and Mitigation Measures) and Chapter 4 (Cumulative Impacts) of the SEIR, after implementation of the recommended mitigation measures, all of the impacts associated with the project would remain significant and unavoidable or be reduced to a less-than-significant level. The project would not result in any substantially more severe significant and unavoidable



impacts beyond what was determined in the General Plan EIR.

### **Alternatives**

The Alternatives chapter of the Draft SEIR includes consideration and discussion of a range of reasonable alternatives to the proposed project. As required pursuant to CEQA Guidelines Section 15126.6, this section is required to describe a range of reasonable alternatives which would feasibly achieve the most basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. Generally, the chapter includes discussions of the following: the purpose of an alternatives analysis; alternatives considered but dismissed; a reasonable range of project alternatives and their associated impacts in comparison to the proposed project's impacts; and the environmentally superior alternative. The following three project alternatives were considered in Chapter 5 of the SEIR:

- **Alternative 1: No Project Alternative** assumes continued implementation of the City's 2035 General Plan. No changes would be made to address the requirements of State law to meet the City's Regional Housing Needs Allocations (RHNA) for low- or moderate-income housing. The project planning area would retain the current General Plan land use and zoning designations.
- **Alternative 2: Denser Development Alternative** includes reducing multi-family development in the Glenn Station area and Central Business District, specifically development within the City's 27-inch sewer shed, and instead increasing multi-family development in the College/Broadstone district, Iron Point Station area and the portion of the Glenn Station area outside of the 27-inch sewer shed.
- **Alternative 3: Folsom Plan Area Alternative** includes focusing all the new growth needed to meet the target housing demand at all income levels for the City's RHNA in the Folsom Plan Area.

Further details on these alternatives, and an evaluation of environmental effects relative to the proposed project, are provided in Chapter 5 of the SEIR and summarized in the table below.

**TABLE 8  
 SUMMARY OF PROJECT ALTERNATIVES**

<b>Environmental Topic</b>	<b>Proposed Project</b>	<b>Alternative 1: No Project Alternative</b>	<b>Alternative 2: Denser Development Alternative</b>	<b>Alternative 3: Folsom Plan Area Alternative</b>
Aesthetics	Significant and Unavoidable	Less	Greater	Greater
Air Quality	Significant and Unavoidable	Less	Greater	Greater
Cultural and Tribal Cultural Resources	Significant and Unavoidable	Less	Less	Similar
Energy	Less than Significant	Less	Greater	Similar
Greenhouse Gas Emissions and Climate Change	Significant and Unavoidable	Less	Less	Greater
Land Use and Planning	Less than Significant	Less	Similar	Similar
Noise	Significant and Unavoidable	Less	Greater	Greater
Population and Housing	Less than Significant	Less	Greater	Slightly Greater
Public Services	Less than Significant	Less	Greater	Similar
Transportation	Less than Significant	Less	Less	Greater
Utilities and Service Systems	Less than Significant (with mitigation)	Less	Less	Greater

Alternative 1, the No Project Alternative, would avoid the adverse impacts generated by the project. Therefore, it is considered the environmentally superior alternative. However, the No Project Alternative would not meet the project objectives. As a result, this alternative was rejected given that the City must address the State RHNA requirements.

When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative other than the No Project Alternative from among the other action alternatives evaluated. Although Alternative 2: Denser Development Alternative would not avoid significant and unavoidable impacts associated with the project, this alternative would result in fewer impacts related to cultural and tribal cultural resources, greenhouse gas (GHG) emissions, transportation, and utilities and service systems. However, it would result in more intensive development (i.e., more height and more density) in just a few areas of Folsom which conflict with prior Council direction and General Plan policies that focus growth in multiple areas including the East Bidwell Corridor, in transit priority areas and in the Folsom Town Center. As a result, this alternative was rejected.

In Alternative 3, the Folsom Plan Area Alternative, this alternative creates greater impacts than the project and Alternative 2. In addition, this alternative would conflict with the City's Housing Element Implementation Program H-2 which states that "the City shall strive to disperse affordable housing opportunities and avoid fair housing issues related to

overconcentration.” This alternative would concentrate all new affordable housing growth in the Folsom Plan Area. As a result, this alternative was rejected.

### **FINAL EIR**

A Final SEIR has been prepared and is available on the City’s website at [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy). The City received six comment letters during the public review period for the Draft SEIR which concluded on June 6, 2024. Three letters were received from agencies, including the California Highway Patrol, California Department of Transportation, and Sacramento Area Sewer District and three letters were received from members of the public on the content of the Draft SEIR. Chapter 2 (Responses to Comments) of the Final SEIR identifies the commenting parties, their respective comments, and responses to these comments.

City staff and the SEIR consultant reviewed all comments received on the Draft SEIR. Comments were analyzed to determine if any of the commenters raised new issues that were not considered in the Draft SEIR analysis and constitute substantial new information not previously included in the Draft SEIR. None of the comments received, or the responses provided, constitute “significant new information” by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

**ATTACHMENT 6  
PROPOSED GENERAL PLAN AMENDMENTS**

**(for a copy of the proposed General Plan Amendments  
without track changes [clean version], visit  
[www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy)  
and refer to the Proposed Amendments section)**





## 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.

*This page is intentionally left blank.*



# 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.

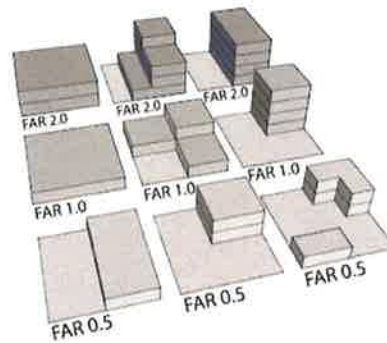
## Development Standards

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.

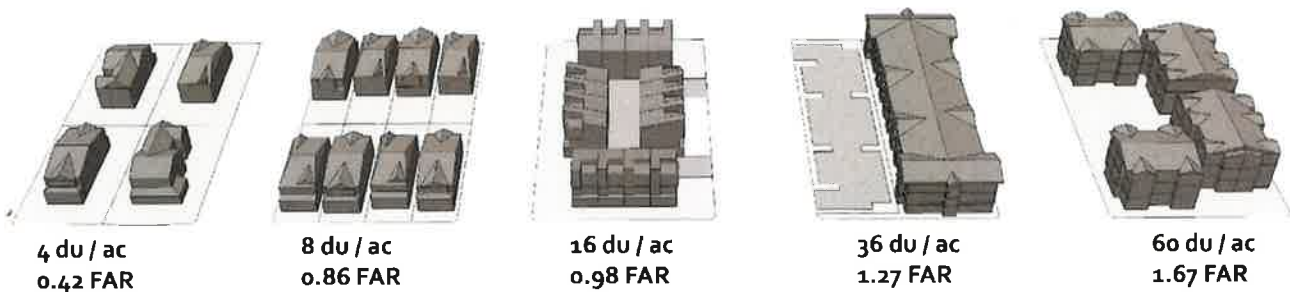
**Density.** Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre. Residential development that is part of a mixed-use development or standalone residential development within a mixed-use overlay designation, such as the East Bidwell Corridor Overlay, Transit-Oriented Development Overlay, or Town Center Overlay, is subject to the minimum density standard, but the maximum intensity of the development is based on the maximum floor area ratio rather than maximum density. 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 residential mixed-use development and nonresidential uses, such as commercial, office, 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 as well as standalone residential uses in an area with a mixed-use overlay designation, the FAR includes residential building square footage, and the development must meet both minimum residential density and maximum FAR 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 and variable residential densities. The diagram below correlates the residential densities and FARs across a range of housing types. Examples of housing developments across a spectrum of FARs and residential densities are shown on page 2-5.



**HOUSING DEVELOPMENT EXAMPLES**



**Single Family Home**  
Polsom, CA  
Density 3du/ac  
FAR 0.24



**Single Family McKinley Village**  
Sacramento, CA  
Density 12 du/ac  
FAR 0.8



**Courtyard Townhomes Mission Meridian Village**  
South Pasadena, CA  
Density 40 du/ac  
FAR 1.65



**Legacy at Livermore**  
Mixed-Use  
Livermore, CA  
14,000 SF Commercial  
Density 55 du/ac  
FAR 2.32



**Element 79 Apartments**  
El Dorado Hills, CA  
Density 47 du/ac  
FAR 2.13



**Annex on Main Street**  
100% Affordable  
Roseville, CA  
Density 56 du/ac  
FAR 1.6

## Land Use Designations

<b>Table LU-1: Residential Designations</b>		<b>Density/Intensity Range*</b>
<b>Single Family (SF)</b> This designation provides for single-family detached homes.		2-4 Dwelling Units per Acre
<b>Single Family High Density (SFHD)</b> 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.		4-7 Dwelling Units per Acre
<b>Multifamily Low Density (MLD)</b> 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.		7-12 Dwelling Units per Acre
<b>Multifamily Medium Density (MMD)</b> This designation provides for multifamily residential units, including townhouses, condominiums, and apartments.		12-20 Dwelling Units per Acre
<b>Multifamily High Density (MHD)</b> This designation provides for multifamily residential units in apartment buildings.		20-30 Dwelling Units per Acre



<b>Table LU-2: Commercial Designations</b>		<b>Density/Intensity Range*</b>
	<p><b>General Commercial (GC)</b></p> <p>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.</p>	FAR: 0.2-0.5
	<p><b>Community Commercial (CC)</b></p> <p>This designation provides for community-based retail and service uses intended to serve residential neighborhoods within the city.</p>	FAR: 0.2-0.5
	<p><b>Regional Commercial Center (RCC)</b></p> <p>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.</p>	FAR: 0.2-1.0
	<p><b>Auto-Oriented Commercial (AOC)</b></p> <p>This designation provides for vehicular sales and service.</p>	FAR: 0.1-0.3

<b>Table LU-3: Mixed-Use Designations</b>		<b>Density/Intensity Range*</b>
	<p><b>Mixed-Use (MU)</b></p> <p>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.</p>	20-30 Dwelling Units per Acre FAR: 0.5-1.5
	<p><b>Historic Folsom Mixed-Use (HF)</b></p> <p>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.</p>	20-30 Dwelling Units per Acre FAR: 0.5-2.0

<b>Table LU-4: Employment/Industrial Designations</b>		<b>Density/Intensity Range*</b>
<b>Industrial/Office Park (IND)</b>	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
<b>Professional Office (PO)</b>	This designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses.	FAR: 0.2-0.5

<b>Table LU-5: Public Designations</b>		<b>Density/Intensity Range*</b>
<b>Public and Quasi-Public Facility (PQP)</b>	This designation supports the needs of the community by providing for governmental, civic, cultural, health, education, and infrastructure uses.	FAR: 0.2-1.0
<b>Parks (P)</b>	The Parks land use designation provides for active and passive recreational opportunities in Folsom.	FAR: 0.0-0.1
<b>Open Space (OS)</b>	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*
<p><b>East Bidwell Corridor (EBC) Overlay</b></p> <p>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.</p> <p><u>For mixed-use development that includes residential uses as well as standalone residential developments within this overlay, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR.</u></p>	<p>20-30 Dwelling Units per Acre FAR: 0.2-1.5</p> <p><u>Minimum Density: 30 du/acre</u></p>
<p><b>Folsom Boulevard Transit-Oriented Development (TOD) Overlay</b></p> <p><u>This overlay designation allows property owners along the Folsom Boulevard corridor, anchored by Glenn and Iron Point light rail stations, to develop sites with higher intensity residential or mixed-use projects to capitalize on the proximity to high-frequency transit service. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR standards.</u></p>	<p>FAR: 0.2-2.0</p> <p><u>Minimum Density: 30 du/acre</u></p>
<p><b>Folsom Plan Area Specific Plan Town Center (TC) Overlay Combining District</b></p> <p><u>This overlay designation allows property owners in the Town Center district of the Folsom Plan Area to develop Multifamily High Density (MHD) and Mixed-Use (MU) zoned sites at a higher intensity to capitalize on the proximity to planned commercial centers and high-frequency transit service. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR.</u></p>	<p>FAR: 0.2-2.0</p> <p><u>Minimum Density: 30 du/acre</u></p>

**\*Note:** Density or FAR calculations that result in a fractional number due to the lot size shall be rounded to the closest whole number. For example, a project site with a density of 7.5 du/ac would be rounded to a density of 8.0 du/ac while a project with a density of 7.2 du/ac would be rounded to 7 du/ac.

## 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.

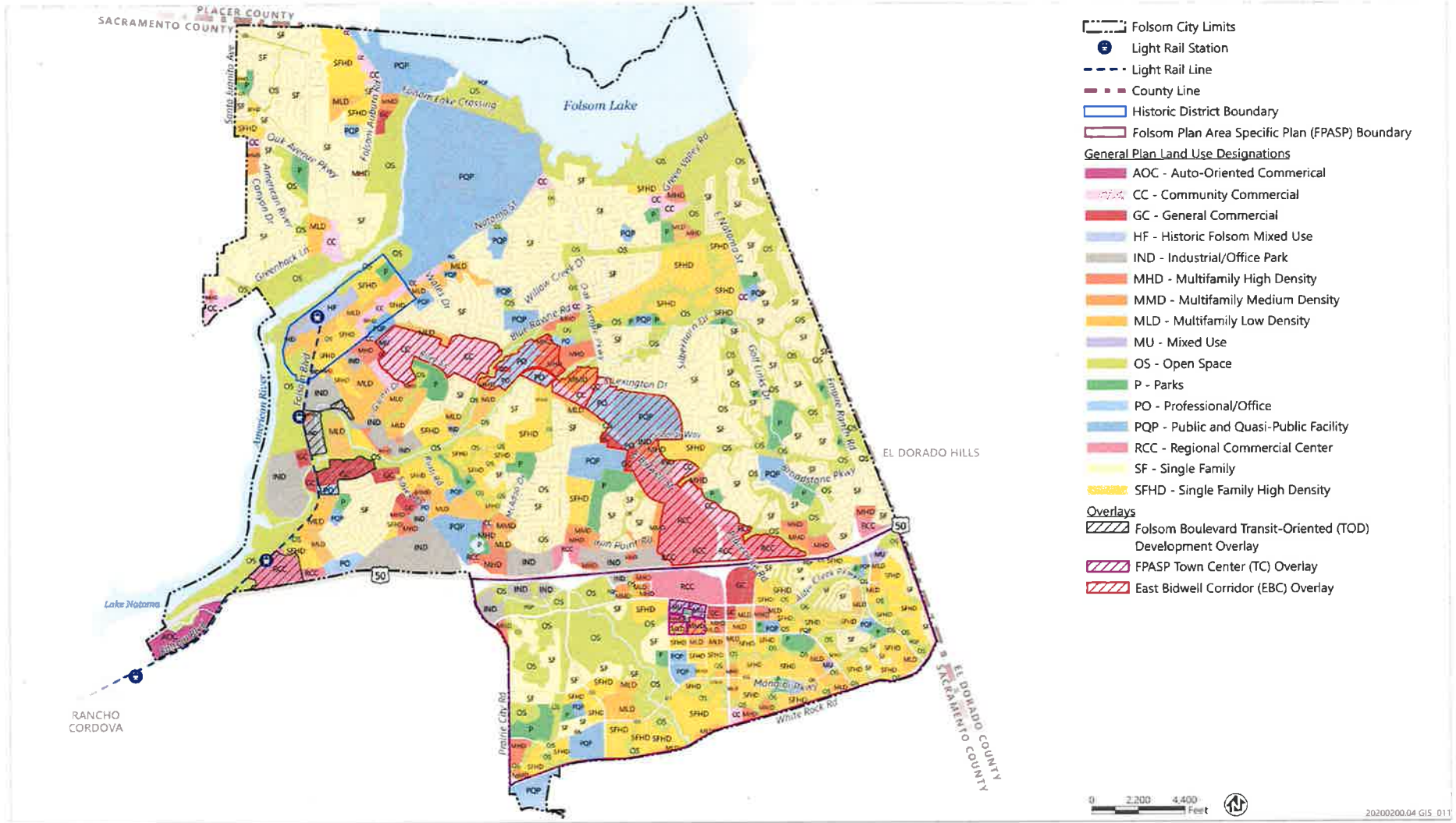
The projects are fully entitled, including the certification of the EIR; the 404 permit has been obtained; the water supply is established and will be provided by the City of Folsom; school mitigation and park development agreements have been approved; Phase 1 improvement plans have been prepared; and 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.

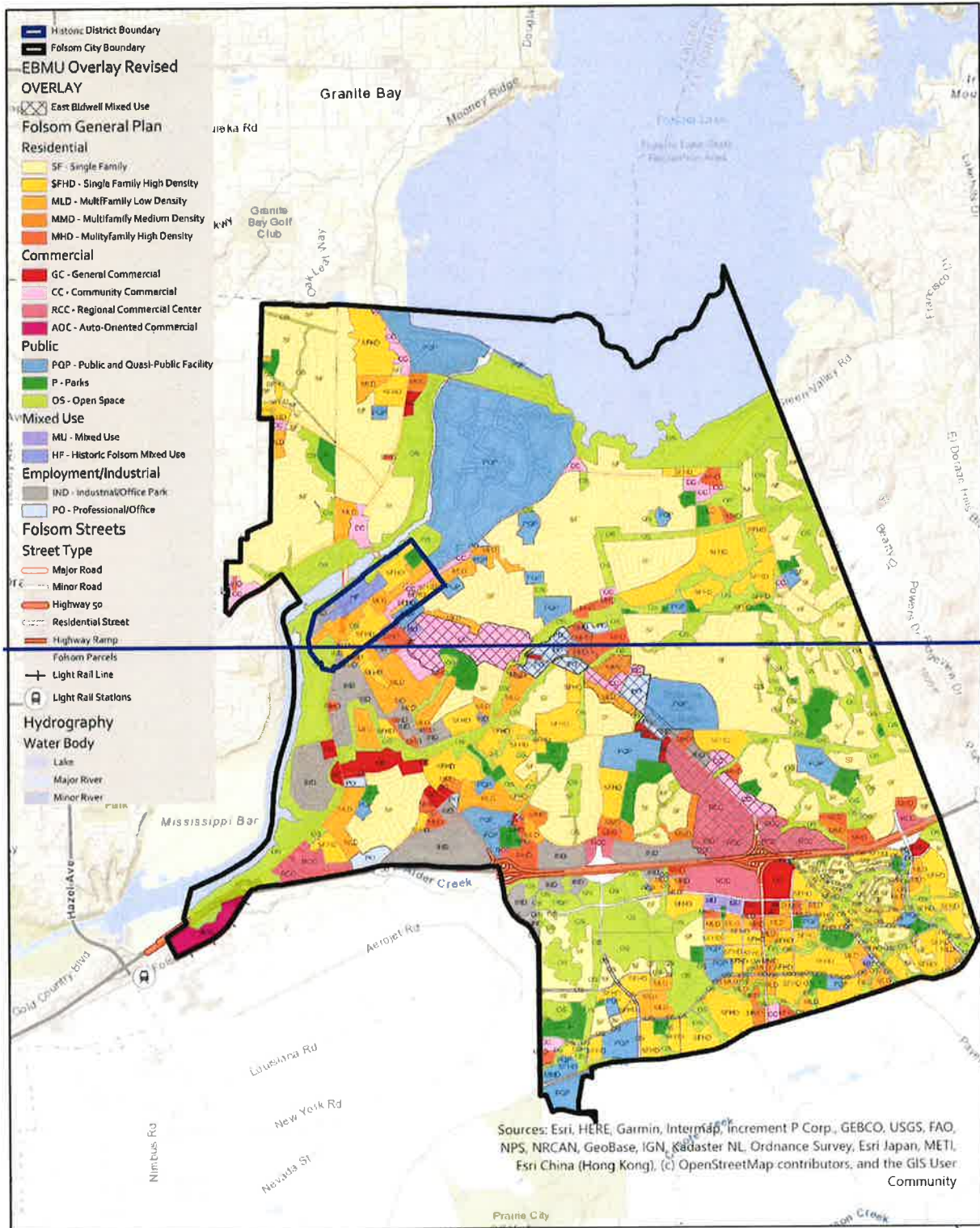
Since 1996, the City of Folsom has been in a Memorandum of Understanding (MoU) with the Local Agency Formation Commission and Sacramento County. The MoU guarantees that the City will be notified of any land use changes in the Area of Concern adjacent to the southern edge of the current Sphere of Influence, 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



*This page is intentionally left blank.*





## 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**

**LU 1.1.17 Infill Below Minimum Standards**

The City shall allow renovations and expansions of existing development that fall below the allowed minimum density or floor area ratio (FAR), provided that the density or FAR is not reduced. **RDR**

**LU 1.1.18 Interim Zoning Consistency**

In areas where zoning has not been brought into conformity with the General Plan, the City shall allow property owners to develop consistent with the existing zoning if only a ministerial permit is required. For property owners requiring a discretionary permit, the City shall allow property owners to either:

- (1) Develop consistent with the existing zoning, provided the City makes a finding that approval of the project would not interfere with the long-term development of the area consistent with the General Plan, or

- (2) Develop under the General Plan designation, in which case the City will facilitate rezoning consistent with the General Plan. **RDR**

**LU 1.1.19 Development Intensity at Less than the Minimum Floor Area Ratio**

The City shall permit development at less than the required minimum FAR if only a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that:

- (1) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or
- (2) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or
- (3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or
- (4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as slopes or wetlands, or
- (5) the site is less than one acre and the project includes commercial uses. **RDR**

**LU 1.1.20 General Plan Density Regulations for Mixed-Density Projects**

Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the City may, at the discretion of the Community Development Director, apply the applicable density or FAR range of the Specific Plan Land Use Designation to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be developed at densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowable range. **RDR**

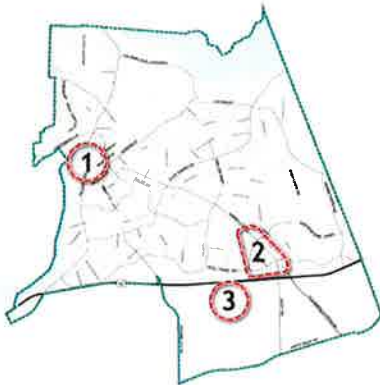


## Urban Centers

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



1. Historic Folsom; 2. Broadstone District; 3. South of Highway 50 Town Center



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. In order to execute the vision of the Town Center as a thriving urban center, the TC overlay combining district allows for higher intensity development on mixed-use and high-density residential sites as shown on the Land Use Diagram.



## 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. **RD**

### LU 2.1.2 LU 2.1.1 — 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. **RD**

### LU 2.1.3 LU 2.1.1 — 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. **RD**



## **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**

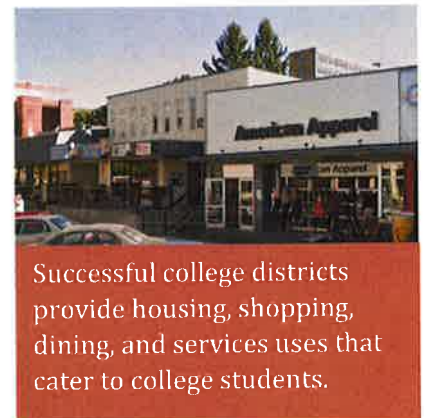
Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road. **RDR**

**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 adjacent to the Broadstone District that includes ~~student and faculty housing~~ higher density residential, retail, and daily service uses for ~~employees and residents as well students~~ students, faculty, and staff. **RDR**



Successful college districts provide housing, shopping, dining, and services uses that cater to college students.



# 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. [The Folsom Boulevard TOD overlay, as shown on the Land Use Diagram, allows for higher intensity, mixed-use and residential development along the Gold Line light rail between around Glenn Station and Iron Point Station.](#)



~~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
<b>Mixed Use Residential</b>	<ul style="list-style-type: none"> <li>At least 75% of total building square footage for residential use</li> <li>Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>A Transit Priority Project as defined below</li> </ul>	<p>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.</p>
<b>Transit Priority Project</b>	<ul style="list-style-type: none"> <li>At least 50% of total building square footage for residential use OR</li> <li>If 26–50% of total building square footage is non-residential, a minimum FAR of 0.75</li> <li>Minimum net density of 20 du/acre</li> <li>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)</li> <li>Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS</li> </ul>	<p>Benefits described above PLUS option to review under a “Sustainable Communities Environmental Assessment”</p> <ul style="list-style-type: none"> <li>An Initial Study is prepared identifying significant or potentially significant impacts.</li> <li>Where the lead agency determines that cumulative impacts have been addressed and mitigated in the MTP/SCS, they will not be “considerable.”</li> <li>Off-site alternatives do not need to be addressed.</li> <li>Deferential review standard – the burden of proof for legal challenge is on the petitioner/plaintiff.</li> <li>Traffic control/mitigation may be covered by the MTP/SCS.</li> </ul>
<b>Sustainable Communities Project</b>	<p>Everything for Transit Priority Project PLUS:</p> <ul style="list-style-type: none"> <li>Served by existing utilities</li> <li>Does not contain wetlands or riparian areas</li> <li>Does not have significant value as a wildlife habitat and does not harm any protected species</li> <li>Not on the Cortese List</li> <li>Not on developed open space</li> <li>No impacts to historic resources</li> <li>No risks from hazardous substances</li> <li>No wildfire, seismic, flood, public health risk</li> <li>15% more energy-efficient than CA requirements and 25% more water-efficient than average for community</li> <li>No more than 8 acres</li> <li>No more than 200 units</li> <li>No building greater than 75,000 square feet</li> <li>No net loss of affordable housing</li> <li>Compatible with surrounding industrial uses</li> <li>Within 1/2-mile of rail/ferry or 1/4-mile of high quality bus line</li> <li>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</li> </ul>	<p>Exempt from CEQA</p>



**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**

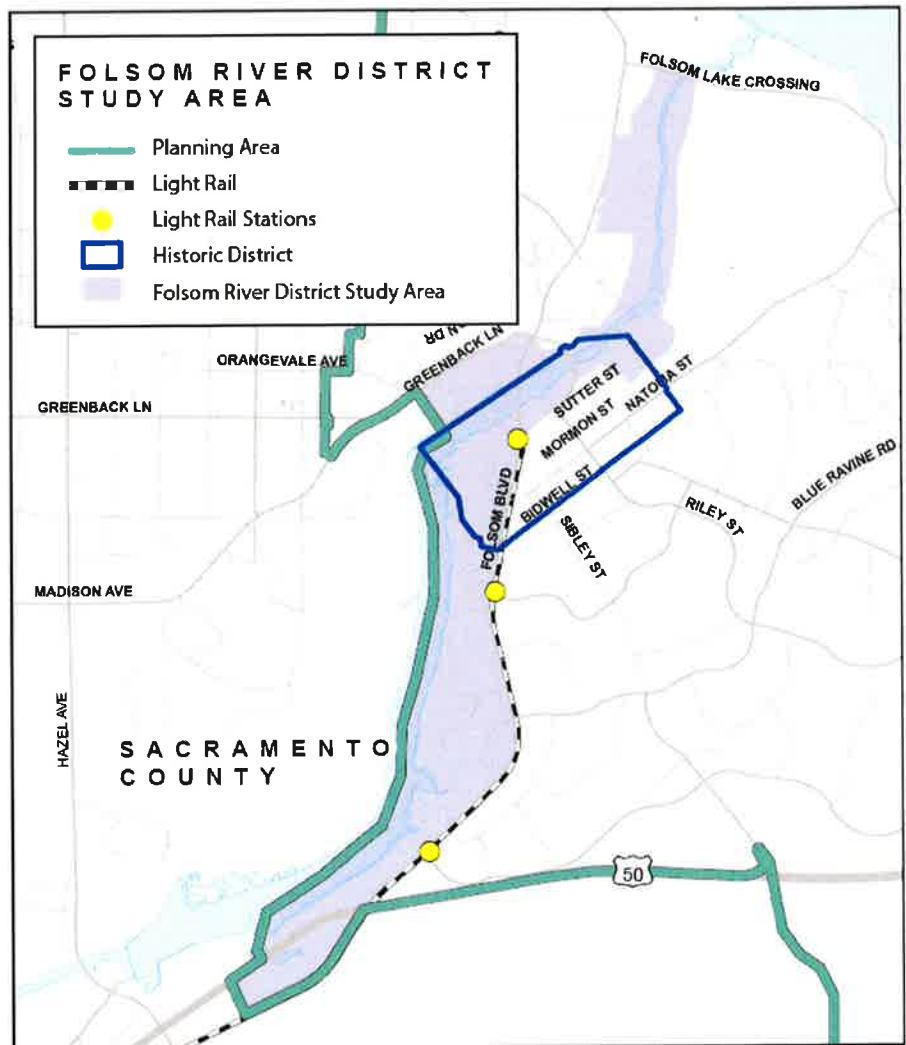
Develop long-term parking management approaches that decrease the amount of land dedicated to surface parking while maintaining parking capacity. Solutions may include parking structures, ~~or~~ shuttles to nearby parking, shared parking, or the use of transit passes for employees and residents. **SO**

**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. **MPSRDR**

# 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.



**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**

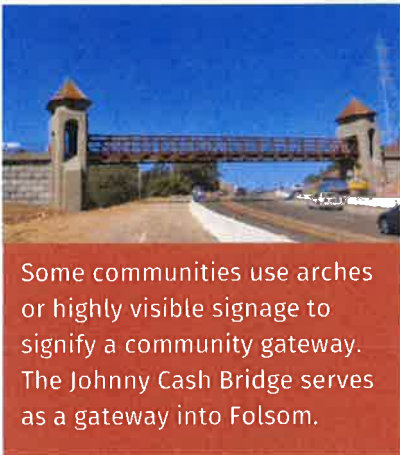
Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes. **RDR**

**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**



Some communities use arches or highly visible signage to signify a community gateway. The Johnny Cash Bridge serves as a gateway into Folsom.





# 3 Mobility

This Element contains goals, policies, and implementation programs that ensure a safe, efficient, and convenient transportation network for Folsom residents and visitors. Folsom's transportation network is designed to serve all modes, including walking, bicycling, driving, and riding mass transit. A strong transportation road network supports local business and industry, and trails and paths provide facilities for passive recreation.

*This page is intentionally left blank.*

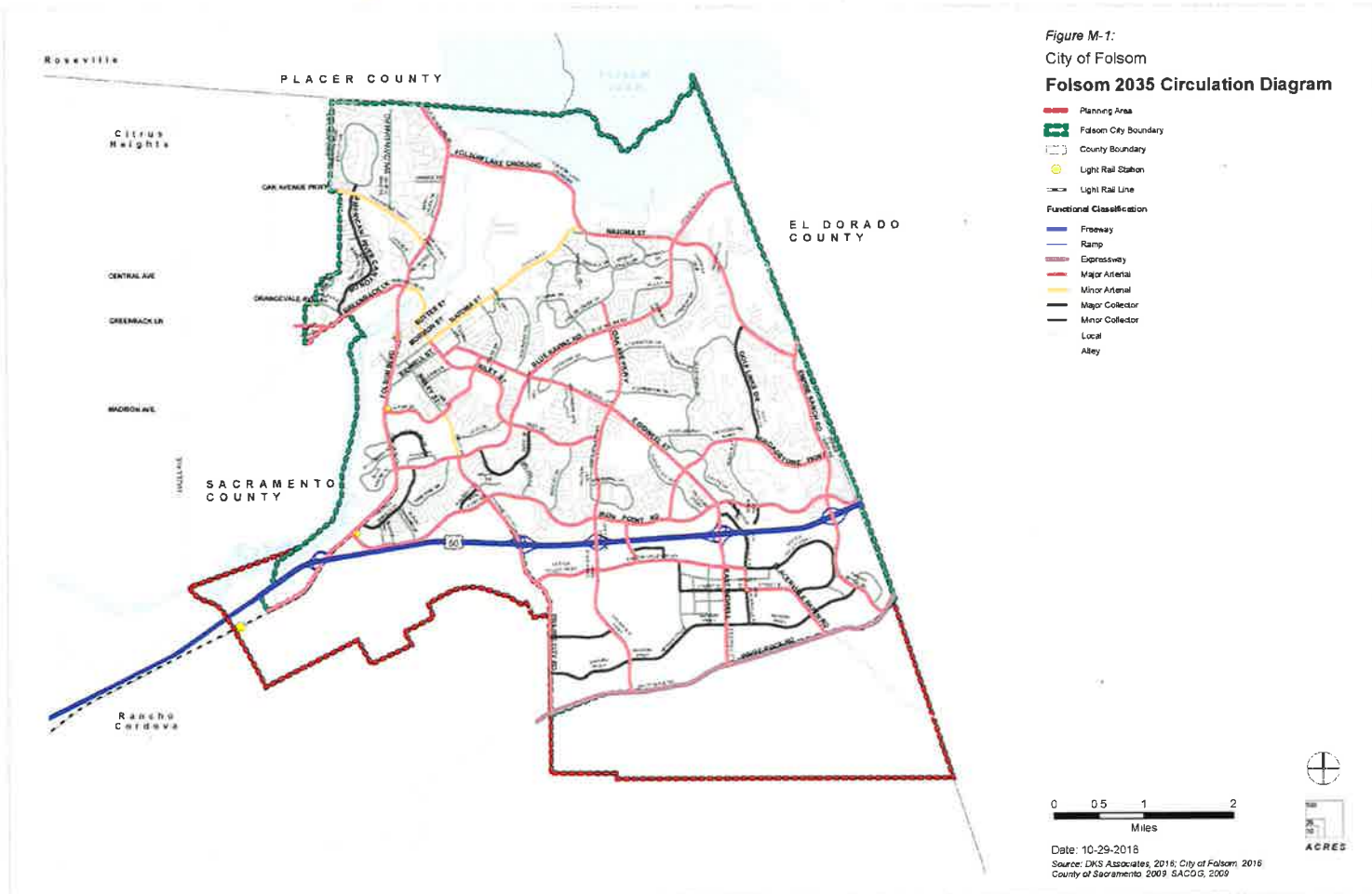
# General Mobility

Folsom's transportation system serves both regional and local travel needs across a broad spectrum of modes. A multi-modal transportation system can relieve roadway congestion, better serve the needs of all residents, and improve the health and well-being of those who choose to walk and ride a bicycle. Folsom uses a complete streets approach to the design of its transportation facilities. Complete streets are designed with all users in mind, and may include sidewalks, bikeways, dedicated transit lanes, light rail service, and intersections with enhanced safety features for bicyclists and pedestrians. Policies in this section guide the overall provision of a balanced multi-modal system of transportation facilities and services in Folsom.

Figure M-1 shows the General Plan Circulation Diagram depicting the roadway classifications used in Folsom.

*This page is intentionally left blank.*

**Figure M-1: Circulation Diagram**



*This page is intentionally left blank.*



## Goal M 1.1

Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.

### M 1.1.1 Complete Streets

Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods. **SO**

### M 1.1.2 Adequate Rights-of-Way

Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. **SO**

### M 1.1.3 Accessibility

Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act. **SO**

### M 1.1.4 Existing Streets Retrofits

Actively pursue funding to ~~update~~ enhance existing streets and intersections with ~~new~~ bikeways, sidewalks, roundabouts, and exclusive transit lanes, where these facilities are designated in the Bikeway Master Plan, Pedestrian Master Plan, ~~or~~ Transit Master Plan, or by General Plan Policy.

### What are Complete Streets?

Complete streets are streets designed with all users in mind. There is no one single design for a complete street; complete streets are context-sensitive and respond to the needs of users at a particular location. Complete streets may include sidewalks, bike lanes, transit lanes, frequent crossings, narrow automobile lanes, median islands, curb extensions, roundabouts, and other transportation facilities. Complete streets make it easy for Folsom residents to use transportation modes other than a car, resulting in a healthier, happier city.

### What is Transportation System Management?

Transportation system management (TSM) is a cost-effective planning tool that increases the efficiency of the transportation system by providing strategies that include: intersection improvements, freeway bottleneck reduction, and special event traffic strategies.



**What are Intelligent Transportation Systems?**

Intelligent transportation systems (ITS) use technology to effectively manage traffic flows in real time and help people make smart travel choices. Many systems are already in use around the world, including traffic control centers, real-time bus and train arrival information, and real-time traffic visualizations on online applications such as Google Maps. Agencies are rapidly developing new technologies that will continue to improve transportation networks without building or widening roads.

**What is Transportation Demand Management?**

Transportation Demand Management helps people walk, bike, ride transit, and telecommute using incentives, information, and encouragement programs.

**M 1.1.5 Connected Neighborhoods** 🌐

Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles. **SO**

**M 1.1.6 Intermodal Connections** 🌐

Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots. **SO**

**M 1.1.7 Transportation System Management**

Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips. **MPSP**

**M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan**

Prepare, ~~and~~ adopt, ~~and~~ maintain an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan. **SO** **MPSP**

**M 1.1.9 Transportation Demand Management** 🌐

Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city. **MPSP**

**M 1.1.10 Facilities for Emerging Technologies** 🌐

Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies. **SO**

**M.1.1.11 Historic Southern Pacific Rail Right-of-way**

Facilitate use of the Southern Pacific Rail right-of-way for multi-modal transportation. **SO**

# Pedestrians and Cyclists

Policies in this section support the development of facilities designed to keep cyclists and pedestrians safe while offering a convenient way of traversing Folsom. Folsom's existing pedestrian and bicycle network, particularly its trail system, is a significant community asset that contributes to Folsom's high quality of life. A walkable, bikeable community, designed at a pedestrian scale, encourages neighborhood interaction, and allows people to safely and easily reach local destinations such as schools, parks, and local commercial areas.

## Goal M 2.1

Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.

### M 2.1.1 ~~Pedestrian Master~~Active Transportation Plan

~~Prepare, adopt, and maintain and implement a pedestrian master plan, an active transportation plan~~ that guides the development of a pedestrian and bikeway network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. **MPSP**

### M 2.1.2 ~~New Sidewalks~~

Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed.

**RDR**

### M 2.1.3 ~~Pedestrian and Bicycle Linkages in New Development~~

Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities. **RDR**

### M 2.1.4 ~~Sidewalk Network~~

Strive to fill gaps in the city's existing sidewalk network. **SO**

### M 2.1.5 ~~Bikeway Master Plan~~

~~Prepare, adopt, and maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.~~ **MPSP**



#### **M-2.1.6M 2.1.5 Bicycle Facility Classifications**

Maintain the following classification of bicycle facilities consisting of the following:

1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.
2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.
4. Class IV bikeways: bicycle-only paths, or “cycle tracks.” These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use. **SO**

#### **M-2.1.7M 2.1.6 Design Guidelines**

Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible. **MPSP**

#### **M-2.1.8M 2.1.7 Road Repair**

Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA). **SO**

#### **M-2.1.9M 2.1.8 Bicycle Safety Education**

Provide public education on bicycle safety and encourage bicycle safety programs for cyclists and motorists. **MPSP**

**M-2.1-10 M 2.1.9 Bicycle Parking**

Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses. **RDR**

**M-2.1-11 M 2.1.10 Bicycle Parking at City Facilities**

Provide bicycle parking at all City parks and public facilities (e.g., library, City Hall) sufficient to accommodate anticipated demand for spaces. **SO**

**M-2.1-12 M 2.1.11 Trail Network**

Develop a continuous, interconnected system of trails and bikeways. **SO JP**

**M-2.1-13 M 2.1.12 American River Parkway**

Coordinate with Sacramento County and the California Department of Parks and Recreation to preserve, enhance, and expand bicycle trails and pedestrian paths along the American River Parkway. **IGC**

**M-2.1-14 M 2.1.13 Intersections**

Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes. **SO**

**M-2.1-15 M 2.1.14 Funding **

Identify regional, State, and Federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs. **FB**

**M-2.1-16 M 2.1.15 Safe Routes to School**

Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs. **IGC**

**M-2.1-17 M 2.1.16 Pedestrian and Bicycle Overpasses**

Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50. **PI**





**M-2.1.18M 2.1.17 Public Involvement**

Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs. **PI**

# Transit

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

**What is Hi-Bus Transit?**

“Hi-Bus” is high frequency bus service where buses travel either within a roadway right-of-way or on a separate facility that are designed to provide higher bus speeds and schedule reliability than typical local bus services. Such facilities and services are implemented in corridors with land uses that would provide significant ridership. Current (2017) study corridors for hi-bus include East Bidwell Street and Alder Creek Parkway.

## Goal M 3.1

Support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel throughout the city and region.

**M 3.1.1 Access to Public Transit**

Strive to ensure that all residents have access to safe and convenient public transit options. **MPSP**

**M 3.1.2 Transit for Elderly Seniors and Persons with Disabilities**


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

**M 3.1.3 Regional Transit Connectivity**


Coordinate with Sacramento Regional Transit and neighboring jurisdictions on fixed route connectivity and transfers to improve the transit system. **JP**




**M 3.1.4 Light Rail Double-Tracking**

Coordinate with Sacramento Regional Transit on possibilities for improving light rail headways through double-tracking. 

**M 3.1.5 Extended Light Rail Service**

Coordinate with Sacramento Regional Transit on possibilities for extending light rail hours into the evening. 

**M 3.1.6 “Hi-Bus” Transit Corridors**

Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated “study corridors” and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors. 

**M 3.1.7 Transit to Key Locations**

Provide [Folsom Stage Line SacRT](#) transit stops and associated amenities at key destinations in Folsom. 

## Vehicular Traffic and Parking

Policies in this section provide for the needs of drivers of cars, trucks, and other vehicles on the streets that connect Folsom. These policies focus on ensuring safety and efficiency for motorists as well as community members using other transportation modes. Policies in this section also provide for convenient and appropriate vehicle parking facilities.

### Goal M 4.1

Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

**M 4.1.1 Road Network Hierarchy**

Establish a hierarchy of roads consisting of the following:

1. Freeways or limited access highways. Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the

surface street system as possible. Highway 50 currently meets the definition of a freeway.

2. Expressways. Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
3. Arterial roads (or major streets). Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as “mobility,” rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) “major arterials”, which are typically divided four or six-lane roadways, and 2) “minor arterials,” which are typically undivided four-lane roadways.
4. Collector (or secondary) roads. Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as “through” roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) “major collectors,” which are typically two-lane roadways with center turn lanes, and 2) “minor collectors,” which are typically two-lane roadways without center turn lanes.
5. Local (or tertiary) roads. Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

**M 4.1.2 Roadway Maintenance**

Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers, and transit vehicles. The City shall implement a pavement management plan that considers warmer temperatures, heat waves, and urban heat island effects in material selection, and emphasize preventative

maintenance to reduce costs associated with frequent road surface replacement. **SO**

**M 4.1.3 Level of Service**

Strive to achieve at least a traffic Level of Service “D” (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions, including roundabouts, that maximize efficiencies and safety ~~while minimizing the physical footprint~~. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, these situations will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better. **SO**

**M 4.1.4 Capital Southeast Connector**

Support the planning and construction of the Capital Southeast Connector. **IGC**

**M 4.1.5 Interchange Improvements**

Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges (or overcrossings) along Highway 50. **IGC**

**M 4.1.6 Capital Improvement ProgramPlan**

Maintain and implement a three-year Capital Improvement plan-Program (CIP) for road improvements. **FB**

**M 4.1.7 Landscape Maintenance Assessment Agreements**

Require the establishment of homeowners associations or landscaping and lighting districts for new developments adjacent to arterial roads to ensure that planting strips are constructed and properly maintained. **RDR**

**M 4.1.8 Energy Efficiency**

Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals. **SO**

**M 4.1.9 Autonomous Vehicles**

Monitor the development of autonomous vehicle technology and State and Federal regulations, actively participate in

**Capital Southeast Connector**

The Capitol Southeast Connector is a planned 35-mile parkway that will connect Folsom with Interstate 5 and Highway 50 in El Dorado County. The Capital Southeast Connector Joint Powers Authority, consisting of the Cities of Elk Grove, Folsom, and Rancho Cordova, as well as El Dorado and Sacramento Counties, is responsible for the planning, design, and construction of the connector.



regional discussions regarding the potential effects of autonomous vehicles, and consider the local impacts of this new technology on signage, speed limits, signal timing, roadway design standards, and parking standards. **SO**

#### **M 4.1.10 — Traffic Calming**

Continue to implement traffic-calming measures in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. **SO**

#### **M 4.1.10 — Prioritization of Roundabouts**

Roundabouts are prioritized as the primary form of intersection control. During the planning and design of new transportation facilities, and when retrofitting existing intersections, an engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director. If roundabout control is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to, other traffic control alternatives. If other intersection controls are proposed in lieu of roundabout control, the engineering study shall demonstrate that the roundabout is physically infeasible and/or that the operations and the safety of the proposed alternative intersection are determined to achieve the same or better operations and/or offer longer-term advantages when compared to a roundabout intersection. **SO**

#### **M 4.1.11 — Traffic Calming**

Continue to evaluate the need for and effectiveness of traffic calming measures, including roundabouts and lane narrowing, in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. When considering intersection traffic control treatments, the prioritization of roundabouts per M 4.1.10 shall govern. **SO**

#### **M 4.1.12 — Local Road Safety Plan**

The City shall create, adopt, and periodically update a Local Road Safety Plan (LRSP) to assess fatal and severe traffic collisions in an effort to identify countermeasures designed to reduce the frequency or severity of such collisions. An updated LRSP is required by the State in order for local agencies to qualify for Highway Safety Improvement Program (HSIP) program. **MPSP**

## Goal M 4.2

Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

### M 4.2.1 Parking

Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation. **SO**

### M 4.2.2 Reduce Minimum Parking Standards

Consider reducing parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high-density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation. Reduced parking standards must be supported by a demand analysis that supports the reduction. **RDR MPSP**

### M 4.2.3 Shared Parking

Consider the use of shared parking programs as conditions of approval in mixed use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. Shared parking may reduce the amount of parking spaces needed in new developments. **RDR**

### M 4.2.4 Electric Vehicle Charging Stations

Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units. **RDR**





# Goods Movement

The movement of goods is essential to Folsom’s economic prosperity. Folsom’s businesses need truck access to fill their shelves, and industry needs access to bring their goods to market. Folsom is not directly connected to freight rail lines or an airport; all of Folsom’s goods are moved by truck. Policies in this section balance the efficient movement of goods with the impacts associated with truck traffic.

## Goal M 5.1

Provide an efficient system for goods movement that aids in the prosperity of industrial and commercial businesses while minimizing potentially adverse impacts to the rest of the community.

### M 5.1.1 Efficient Goods Movement

Support infrastructure improvements and the use of technology for the efficient movement of goods and connectivity to employment centers via roads in Folsom. **SO**

### M 5.1.2 Off-Peak Deliveries

Encourage business owners to schedule deliveries at off-peak traffic periods in residential, commercial, or mixed-use areas. **MPSP**

### M 5.1.3 Truck Routes

Maintain and update its commercial truck routes map as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community. **MPSP**

### M 5.1.4 STAA Truck Routes

Maintain and update its Surface Transportation Assistance Act of 1982 (STAA) truck routes map to accommodate large trucks as part of the National Network while minimizing potential adverse impacts to the rest of the community. **MPSP**

### M 5.1.5 Quarry Trucks

Work with the quarries in eastern Sacramento County to ensure safe and efficient routes through Folsom that do not disrupt neighborhoods and traffic patterns in the city. **MPSP**



# Regional Coordination

Transportation systems rarely follow jurisdictional lines, and travelers expect to be able to move smoothly from one jurisdiction to the next. Several of the critical transportation facilities in Folsom, including the Gold Line Light Rail, Highway 50, and the American River Bike Trail, are operated by another agency. The policies in this section aim to ensure a strong connection between transportation networks in the region.

## Goal M 6.1

Maintain and increase cooperation between Folsom and neighboring jurisdictions, regional organizations, and relevant State agencies.

### M 6.1.1 State and Regional Communication

Maintain formal and informal lines of communication between State and regional agencies to ensure cooperation in the development of transportation systems and the implementation of State and regional transportation plans.



### M 6.1.2 Regional Bicycle and Pedestrian Consistency

Coordinate with SACOG to ensure SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan is consistent with the City's bicycle and pedestrian planning efforts.



### M 6.1.3 Support Zero- and Low-Emission Vehicle Adoption 🌱

The City shall continue to support rapid adoption of zero-emissions and low-emission vehicles by:

- installing public charging stations at City facilities,
- streamlining the permit-process for private electric vehicle charging stations (including home charging stations), and
- developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary).





# Transportation Funding

Transportation infrastructure and services require significant funding to build and maintain at a safe level. Much of the City's transportation budget comes from fees paid by real estate developers as a part of new projects. Larger projects, such as highway interchanges, require State and Federal funds. Policies in this section describe the ways Folsom can continue to fund its transportation infrastructure.

## Goal M 7.1

Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.

### M 7.1.1 New Development

Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals. **RDR**

### M 7.1.2 Fair Share for Transportation Infrastructure Improvements

Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services. **RDR**

### M 7.1.3 Funding Sources

Explore additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the City's transportation network. **FB**



# 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.

*This page is intentionally left blank.*

# 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 **SO**
- 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 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
- Local Road Safety 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><b>LU-1. Update the Zoning Ordinance</b></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. <b>RDR PSR</b></p>		X				X
Implements Policy(ies):	LU 1.1.1					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p><b>LU-2. Vacant and Underutilized Sites</b></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. <b>PSR PI</b></p>		X			X	
Implements Policy(ies):	LU 1.1.11					
Responsible Department(s)	Community Development					
Supporting Department(s)	Information Systems					
<p><b>LU-3. Corporation Yard Special Study</b></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. <b>MPSP</b></p>			X			
Implements Policy(ies):	LU 4.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p><b>LU-4. Property Owner Outreach on Overlay Designations</b></p> <p>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. <b>RDR PI</b></p>		X				X
Implements Policy(ies):	LU 3.1.1- 3.1.8, 4.1.1-4.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						

**Table 9-1: Land Use Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>LU-5. River District Master Plan</b></p> <p>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. </p>		X	X			
Implements Policy(ies):	LU 5.1.1-5.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<p><b>LU-6 Adopt Green Building</b> </p> <p>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.</p>						X
Implements Policy(ies):	LU 1.1.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p><b>LU-7 Encourage Zero Net Energy</b></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><b>M-1. Transportation Demand Management</b> </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. </p>			X			
Implements Policy(ies):	M 1.1.9, NCR 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
<p><b>M-2. Intelligent Transportation Systems (ITS) Master Plan</b></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"> <li>• Installing closed-circuit television (CCTV) cameras at designated traffic signals as defined in the ITS Master Plan.</li> <li>• Collaborating with neighboring jurisdictions to develop ITS standards and specifications; participate in the Highway 50 Fiberoptic Interconnection Group (50-FIG).</li> <li>• Deploying Dynamic Message Signs (DMS) at major decision points and key traveler information locations.</li> <li>• Developing and maintain a Traffic Operations Center to facilitate the sharing of traffic information between City staff, the public, and neighboring agencies.</li> <li>• Creating an ITS Operations and Maintenance Plan, including steps for replacing legacy equipment and systems. </li> </ul>				X		
Implements Policy(ies):	M 1.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Information Systems					
<p><b>M-3. Electric Vehicle Charge Stations in Public Places</b> </p> <p>Develop and implement a citywide strategy to install electric vehicle charging stations in public places where people shop, dine, recreate, and gather. </p>			X			
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					




<b>Table 9-2: Mobility Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>M-4. Electric Vehicle Charge Stations at City Facilities</b>			X			
Explore options to install electric vehicle quick charge stations at City facilities.						
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	Public Works					
Supporting Department(s)	Parks and Recreation					
<b>M-5. Pedestrian Master Plan/Active Transportation Plan</b>			X	X		
Review and update <del>its the pedestrian master plan</del> <u>Active Transportation Plan</u> every five years to ensure it remains current and continues to provide sound guidance in creating <u>bicycle and pedestrian</u> links between Folsom's destinations.						
Implements Policy(ies):	M 2.1.1					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Public Works, Community Development					
<b>M-6. Bikeway Master Plan</b>			X	X		
<del>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.</del>						
Implements Policy(ies):	M.2.1.5					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	<del>Public Works, Community Development</del>					
<b>M-76. Bicycle Safety Education</b>						X
Continue to implement a bicycle-safety education program for cyclists and motorists.						
Implements Policy(ies):	M.2.1.9					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Public Works, Police Department					

**Table 9-2: Mobility Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>M-87. Bicycle and Pedestrian Improvements</b> </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"> <li>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></li> <li>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.  </li> </ul>						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					
<p><b>M-98. Safe Routes to School</b></p> <p>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. </p>						X
Implements Policy(ies):	M 2.1.16					
Responsible Department(s)	Public Works, Parks and Recreation					
Supporting Department(s)	Community Development					

**Table 9-2: Mobility Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>M-109. Capital Southeast Connector</b>						X
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. <b>IGC</b>						
Implements Policy(ies):	M 4.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
<b>M-110. Parking Standards</b> 		X				
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. <b>RDR</b>						
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)						
<b>M-1211. Commercial Truck Routes</b>		X				
Review and update its commercial truck routes map to ensure it meets the economic needs of the community and includes STAA routes. <b>MPSP</b>						
Implements Policy(ies):	M 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
<b>M-1312. Quarry Truck Management Plan</b>					X	
Maintain and implement a Quarry Truck Management Plan. <b>MPSP</b>						
Implements Policy(ies):	M 5.1.5					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

**Table 9-2: Mobility Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>M-13. Local Road Safety Plan</b>			X			X
Adopt a Local Road Safety Plan, and regularly update it to include current traffic collision data.						
Implements Policy(ies)	M 4.1.12					
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
<b>EP-1. Industry Cluster Analysis</b>		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. <b>MPSP</b>						
Implements Policy(ies):	EP 2.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)	Community Development					
<b>EP-2. Customer Service Survey</b>		X				
Develop and implement a customer service survey to better understand the customer service relationship between the City and business community. <b>MPSP</b>						
Implements Policy(ies):	EP 3.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)						
<b>EP-3. Folsom Accelerated Small Tenant Improvement Review (FASTIR)</b>						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. <b>RDR</b>						
Implements Policy(ies):	EP 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						



<b>Table 9-3: Economic Prosperity Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>EP-4. Inventory of Developable Sites</b>						X
Develop and maintain an inventory of developable sites to encourage the development of key new industries. <b>MPSP</b>						
Implements Policy(ies):	EP 3.2.1					
Responsible Department(s)	Community Development					
Supporting Department(s)	Information Systems					
<b>EP-5. Folsom Tourism Bureau</b>						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. <b>JP</b>						
Implements Policy(ies):	EP 6.1.7					
Responsible Department(s)	City Manager					
Supporting Department(s)	Community Development, Parks and Recreation					

<b>Table 9-4: Natural and Cultural Resources Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>NCR-1. Urban Forest Plan</b>			X			
Develop and maintain an Urban Forest Plan. <b>MPSP</b>						
Implements Policy(ies):	NCR 1.1.8					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<b>NCR-2. Maintain GHG Emissions Inventory</b>			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)						



<b>Table 9-4: Natural and Cultural Resources Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>NCR-3. Creek Week</b>					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)						
<b>NCR-4. Cultural Resources Inventory</b>						X
Maintain and implement a cultural resource inventory to identify, evaluate, register, and protect Folsom’s cultural resources. <b>MPSP</b>						
Implements Policy(ies):	NCR 5.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<b>NCR-5. Historic Preservation Master Plan</b>						X
Maintain and implement the Historic Preservation Master Plan. <b>MPSP</b>						
Implements Policy(ies):	NCR 5.1.1, NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<b>NCR 6: Lighting Design Standards</b>			X			
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.						
To reduce impacts associated with light and glare, the City will require the following lighting standards:						
<ul style="list-style-type: none"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>• 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.</li> <li>• 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</li> </ul>						



<b>Table 9-4: Natural and Cultural Resources Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>facilities, the City will use the best light and glare control technology feasible, along with sensitive site design.</p> <ul style="list-style-type: none"> <li>Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</li> </ul>						
Implements Policy(ies):	NCR 2.1.3.					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<p><b>NCR 7: Management of Inadvertently Discovered Cultural Resources</b></p> <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"> <li>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.</li> <li>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.</li> </ul>		X				
Implements Policy(ies):	NCR 5.1.4					
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
<p><b>NCR 8: Management of Paleontological Resources</b></p> <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>		X				
Implements Policy(ies):	NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<p><b>NCR 9: Management of Tribal Cultural Resources</b></p> <p><u>Should any indications of possible tribal cultural resources (TCRs), such as cultural features, unusual amounts of bone or shell, or cultural belongings be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) shall be notified immediately. The appropriate oversight agency(ies) shall retain a tribal representative or Tribal Historic Preservation Officer (THPO) who shall assess the significance of the find by evaluating the resource to determine if it is a TCR as defined in Section 21074 of the Public Resources Code. If the resource is a TCR as defined in state law, and it would be subject to disturbance or destruction, the City shall consult with the THPO or their designee to determine the appropriate treatment before resuming construction activities at the TCR.</u></p>						X
Implements Policy(ies)	NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<p><b>NCR 10: Confidentiality of Tribal Cultural Resources</b></p> <p><u>Tribal cultural resources, as defined in Section 21074 of the Public Resources Code, shall be kept confidential and may not be disclosed by the City in public documents, meetings, or by other means.</u></p>						X
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
<b>PFS-1. Capital Improvement Plan</b>		X	X	X		
Update the Capital Improvement Plan (CIP) biannually to ensure the implementation and adequacy of the plan. <b>MPSP</b> <b>FB</b>						
Implements Policy(ies):	PFS 1.1.1					
Responsible Department(s)	Public Works, Finance, Parks and Recreation, Environmental & Water Resources					
Supporting Department(s)	All Departments					
<b>PFS-2. Arts and Culture Master Plan</b>		X	X	X		
Review and update an Arts and Cultural 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. <b>MPSP</b>						
Implements Policy(ies):	PFS 1.1.2					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
<b>PFS-3. Public Art Guidelines</b>		X	X	X		
Review and update every five years guidelines regarding permanent artwork in public spaces. <b>MPSP</b>						
Implements Policy(ies):	PFS 1.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
<b>PFS-4. Water Master Plan</b>			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. <b>MPSP</b>						
Implements Policy(ies):	PFS 3.1.1					
Responsible Department(s)	Environmental and Water Resources					
Supporting Department(s)	Public Works					



**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>PFS-5. Urban Water Management Plan</b>			X	X		
Review and update the Urban Water Management Plan at least every five years, as required by the Urban Water Management Planning Act. <b>MPSP</b>						
Implements Policy(ies):	PFS 3.1.2					
Responsible Department(s)	Environmental and Water Resources					
Supporting Department(s)	Public Works, Parks and Recreation					
<b>PFS-6. Water Management Programs</b>						X
Maintain its water management programs, including its commercial water audits, large landscape irrigation audits, rebates, and education. <b>MPSP</b>						
Implements Policy(ies):	PFS 3.1.9					
Responsible Department(s)	Environmental and Water Resources					
Supporting Department(s)	Parks and Recreation					
<b>PFS-7. Sanitary Sewer Management Plan</b>		X	X	X		
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. <b>MPSP</b>						
Implements Policy(ies):	PFS 4.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<b>PFS-8. Maintenance Permits</b>						X
Obtain State and Federal permits for maintaining all floodways and detention basins and keep these facilities free of flood obstructions.						
Implements Policy(ies):	PFS 5.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<b>PFS-9. Fire Service Delivery Plan</b>						X
Review and update every three years the Fire Service Delivery Plan to define the future fire protection service needs of the city. <b>MPSP</b>						
Implements Policy(ies):	PFS 7.1.2					
Responsible Department(s)	Fire Department					
Supporting Department(s)						







**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>PFS-10. City Energy Use Procedures</b>						X
Develop energy use/plug load procedures for City facilities and engage employees in the implementation process. <b>SO</b>						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<b>PFS-11. Evaluate Automating Energy Use</b>						X
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. <b>SO</b>						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<b>PFS-12. Evaluate Energy Use</b>						X
Evaluate facilities energy use to identify key areas where energy upgrades are needed and consider lighting retrofits, building weatherization, and mechanical/HVAC upgrades. <b>SO</b>						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<b>PFS-13. Streetlight Retrofit</b>						X
Continue to retrofit streetlights with light-emitting diode (LED) fixtures for energy efficiency and reduced maintenance. <b>SO</b>						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Public Works, Parks and Recreation					
Supporting Department(s)						



**Table 9-5: Public Facilities and Services Implementation Programs**






		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>PFS-14. Energy Efficient Fleet</b> </p> <p>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. </p>						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					
<p><b>PFS-15. Reduce VMT in City Operations</b></p> <p>Take actions to reduce vehicle miles traveled related to city operations. Potential actions may include:</p> <ul style="list-style-type: none"> <li>• Install timer locks on all City owned restroom facilities – reducing the vehicle travel needed to manually lock/unlock these facilities.</li> <li>• Revise City Design Review process so employees only need to post a notice at the site once.</li> <li>• Allow online credit card payments for certain Community Development Permits - reducing applicant need to drive to City Hall. </li> </ul>						X
Implements Policy(ies):	PFS 8.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development, Parks and Recreation					
<p><b>PFS-16. PACE Program</b></p> <p>Continue to assist in implementing the Property Assessed Clean Energy (PACE) programs to facilitate energy conservation financing in Folsom. </p>		X				
Implements Policy(ies):	PFS 8.1.4, PFS 8.1.5, PFS 8.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						



**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>PFS-17. Partnerships for Energy Conservation</b></p> <p>Work with regional partners and local energy utilities (e.g., Sacramento Municipal Utility District [SMUD] and Pacific Gas &amp; Electric Company [PG&amp;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. <b>IGC</b></p>						X
Implements Policy(ies):	PFS 8.1.4					
Responsible Department(s)	Public Works, Community Development					
Supporting Department(s)	Parks and Recreation					
<p><b>PFS-18. Neighborhood Cleanup Program</b> 🌐</p> <p>Collect bulky waste (e.g., lumber, furniture, tires) from Folsom residents to maintain a clean, attractive city. <b>SO</b></p>						X
Implements Policy(ies):	PFS 9.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p><b>PFS-19. Recycling Containers</b> 🌐</p> <p>Expand the number of recycling containers at City facilities and properties to capture more recyclables that are currently going to the landfill. <b>SO</b></p>		X				
Implements Policy(ies):	PFS 9.1.2, PFS 9.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p><b>PFS-20. Reduce Waste in City Facilities</b> 🌐</p> <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. <b>SO</b></p>		X				
Implements Policy(ies):	PFS 9.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)	Parks and Recreation					

**Table 9-5: Public Facilities and Services Implementation Programs**


		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>PFS-21. M.O.W.E.R. Program</b>  <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)						
<b>PFS-22 Renewable Energy in City-Operated Buildings</b>  <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					
Supporting Department(s)	Public Works					
<b>PFS-23 High-Efficiency or Alternately-Powered Water Heater Replacement Program</b>  <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					
<b>PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs</b>  <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"> <li>• Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings.</li> <li>• Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects.</li> </ul>						X



**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<ul style="list-style-type: none"> <li>• Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program.</li> <li>• 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.</li> <li>• Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs).</li> </ul>						
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					
<p><b>PFS-25 Zero Net Energy Development</b> 🌐</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><b>PFS-26 Renewable Diesel</b> 🌐</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)						

**Table 9-5: Public Facilities and Services Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>PFS-27 Reduce Water Consumption in New Development</b> </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)						

<b>Table 9-6: Parks and Recreation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>PR-1. Parks and Recreation Master Plan</b></p> <p>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. <b>MPSP</b></p>			X	X		
Implements Policy(ies):	PR 1.1.1					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<p><b>PR-2. Alternative Funding Sources</b></p> <p>Examine the feasibility of establishing alternative sources of funding for the acquisition, development, and renovation of parklands and financing for expanded recreation programs. <b>FB</b></p>			X			
Implements Policy(ies):	PR 1.1.16					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						
<p><b>PR-3. Governmental Coordination</b></p> <p>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. <b>IGC</b></p>						X
Implements Policy(ies):	PR 4.1.1-4.1.5					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
<p><b>PR-4. Recreation Activity Guide</b></p> <p>Maintain and implement an activity guide for recreation programs, leagues, and special events at a minimum of two times per year. <b>PI</b></p>						X
Implements Policy(ies):	PR 3.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)						



Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>SN-1. Adopt a Noise Reduction Program</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Noise barrier retrofits;</li> <li>• Truck usage restrictions;</li> <li>• Reduction of speed limits;</li> <li>• Use of quieter paving materials;</li> <li>• Building façade sound insulation;</li> <li>• Traffic calming;</li> <li>• Additional enforcement of speed limits and exhaust noise laws; and</li> <li>• Signal timing.</li> </ul>			X			
Implements Policy(ies):	SN 6.1.1, SN 6.1.2, SN 6.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works, Police Department					
<p><b>SN-2. Emergency Operations Plan</b></p> <p>Review and update every five years the emergency operations plan, which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications. <b>MPSP</b></p>		X	X			
Implements Policy(ies):	SN 1.1.1					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)	All Departments					
<p><b>SN-3. Community Emergency Response Team</b></p> <p>Support the Community Emergency Response Team (CERT) program to prepare residents in the event of a disaster. <b>MPSP</b></p>						X
Implements Policy(ies):	SN 1.1.2					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)						





<b>Table 9-7: Safety and Noise Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>SN-4. Multi-Hazard Mitigation Plan</b></p> <p>Review and update every five years the on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan. <b>MPSP</b></p>						X
Implements Policy(ies):	SN 1.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p><b>SN-5. Community Wildfire Preparedness Plan</b></p> <p>Review and update every five years the Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. <b>MPSP</b></p>						X
Implements Policy(ies):	SN 4.1.3					
Responsible Department(s)	Fire Department					
Supporting Department(s)	Parks and Recreation					
<p><b>SN-6. Hazardous Materials</b></p> <p>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. <b>MPSP</b></p>						X
Implements Policy(ies):	SN 5.1.1, SN 5.1.2, SN 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p><b>SN-7. Reduce Aircraft Noise</b></p> <p>Continue to collaborate with Sacramento County to reduce noise levels from air traffic in Folsom. <b>IGC</b></p>						X
Implements Policy(ies):	SN 6.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>SN-8. Review Evacuation Plan and Routes</b> 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. <b>MPSP</b>					X	
Implements Policy(ies):	SN 1.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)	Folsom Fire Department, Police Department, Public Works					
<b>SN-9. Update Stormwater and Flood Standards</b> 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. <b>MPSP RDR</b>			X			
Implements Policy(ies):	SN 3.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
<b>SN-10. Conduct Outreach on Wildfire Smoke Protection</b> 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. <b>PI</b>				X		
Implements Policy(ies):	SN 4.1.5					
Responsible Department(s)	Folsom Fire Department, Police Department					
Supporting Department(s)						
<b>SN-11. Upgrade Existing Heat Sensitive Infrastructure</b> Upgrade existing heat-sensitive infrastructure (e.g., roadways, bridges) in the city to withstand the future intensity and frequency of extreme heat events. <b>SO FB</b>				X		
Implements Policy(ies):	SN 7.1.1					
Responsible Department(s)	Public Works, Environmental and Water Resources Department					
Supporting Department(s)						

<b>Table 9-7: Safety and Noise Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>SN-12. Update Design Standards</b></p> <p>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. <b>RDR</b></p>			X			
Implements Policy(ies):	SN 7.1.1					
Responsible Department(s)	Community Development, Public Works					
Supporting Department(s)						
<p><b>SN-13. Coordinate with Regional Agencies</b></p> <p>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). <b>IGC</b></p>				X		
Implements Policy(ies):	SN 7.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p><b>SN-14. Implement a Cool City Strategy</b></p> <p>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. <b>MPSP IGC</b></p>			X			
Implements Policy(ies):	SN 7.1.2					
Responsible Department(s)	Community Development, Public Works					
Supporting Department(s)	Parks and Recreation					
<p><b>SN-15. Conduct Educational Outreach on Extreme Heat Events</b></p> <p>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. <b>PI</b></p>						X
Implements Policy(ies):	SN 7.1.3					
Responsible Department(s)	Folsom Fire Department, Police Department					
Supporting Department(s)						



<b>Table 9-7: Safety and Noise Implementation Programs</b>		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><b>SN-16. Promote Cost Benefits of Reducing Electricity Use</b></p> <p>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.  </p>			X.			
Implements Policy(ies):	SN 7.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p><b>SN-17. Construction Noise Reduction</b></p> <p><u>The City shall require the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA at the nearest receptors:</u></p> <ul style="list-style-type: none"> <li><u>To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.</u></li> <li><u>Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses</u></li> <li><u>For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.</u></li> <li><u>Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.</u></li> <li><u>Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.</u></li> </ul>						X
Implements Policy(ies):	SN 6.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)						

**Table 9-7: Safety and Noise Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>SN-18: Construction Vibration Reduction</b>						
<p>The City shall require project applicants with projects that involve pile-driving activities within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be induced in the plan:</p> <ul style="list-style-type: none"> <li>• <u>To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determine.</u></li> <li>• <u>All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.</u></li> <li>• <u>Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.</u></li> <li>• <u>Limit to pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.</u></li> <li>• <u>Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.</u></li> <li>• <u>Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.</u></li> <li>• <u>Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.</u></li> </ul>						
Implements Policy(ies):	SN 6.1.8					X
Responsible Department(s)	Community Development					
Supporting Department(s)						



**Table 9-7: Safety and Noise Implementation Programs**

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<b>SN-19: Heating, Ventilation, and Cooling Noise Reduction</b>						
<p>The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Noise reduction measures may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.</li> <li>Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.</li> <li>Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.</li> </ul>						
Implements Policy(ies):	SN 6.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						

*This page is intentionally left blank.*

*This page is intentionally left blank  
to facilitate double-sided printing  
and minimize paper use.*



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE