

3 PROJECT DESCRIPTION

3.1 INTRODUCTION

The project analyzed in this Draft Program Environmental Impact Report (PEIR) is the proposed Folsom General Plan 2035 (2035 General Plan), which consists of a comprehensive update of the City's current General Plan, including the continuation of many existing policies, the modification of others, and the addition of new policies. To help describe the proposed project, this chapter provides background information regarding the location and setting of the city; identifies the project area covered by the 2035 General Plan; describes what comprises a General Plan in California; outlines the project objectives; and identifies the key themes/components of the 2035 General Plan. Alternatives to the proposed project are summarized in this document's Executive Summary (Chapter 2), and are more fully described in Chapter 20, *Alternatives Analysis*, of this Draft PEIR.

This Draft PEIR provides an assessment of the Revised Public Review Draft 2035 General Plan, published in June 2017. The 2035 General Plan would supersede the current 1988 City of Folsom General Plan. The 2035 General Plan is intended to provide the control and regulation necessary to ensure that growth in the City of Folsom occurs in an orderly fashion, to ensure that urban services and amenities are provided commensurate with need, and that the public health and safety is protected.

In compliance with the California Environmental Quality Act (CEQA), this Draft PEIR describes the potential environmental impacts associated with the adoption and implementation of the 2035 General Plan. Pursuant to CEQA, the City of Folsom is the Lead Agency for conducting an environmental review of this proposed General Plan project.

As required by state law, this Draft PEIR will be circulated for a review period of at least 45 days in length. The Public Review Draft 2035 General Plan also has been made available for public comment. During this time the public will be allowed to submit comments on the 2035 General Plan and this Draft PEIR. All of the comments received will be taken into consideration at the public hearings held before the Planning Commission and the City Council prior to certification of this Draft PEIR and adoption of the 2035 General Plan. In considering the 2035 General Plan, the Planning Commission and City Council will review the Draft PEIR, including all comments received on the document.

3.2 PROJECT LOCATION AND 2035 GENERAL PLAN PLANNING AREA

CITY LIMITS

The City of Folsom is located in northeastern Sacramento County in California's Sacramento Valley (see 3-1). The city limits are largely defined by county borders, physical features, and major roads and highways. Folsom immediately borders the Sacramento/Placer and Sacramento/El Dorado county lines on its northern and eastern edges. The major natural physical features of the city are Folsom Lake, Folsom Dam, the American River, and Lake Natoma. Folsom Lake forms most of the northern edge of the city, although the city limits extend into it. The lake was formed by the damming of the American River, which flows through the city in a scenic canyon and then, as Lake Natoma, forms part of its western border.

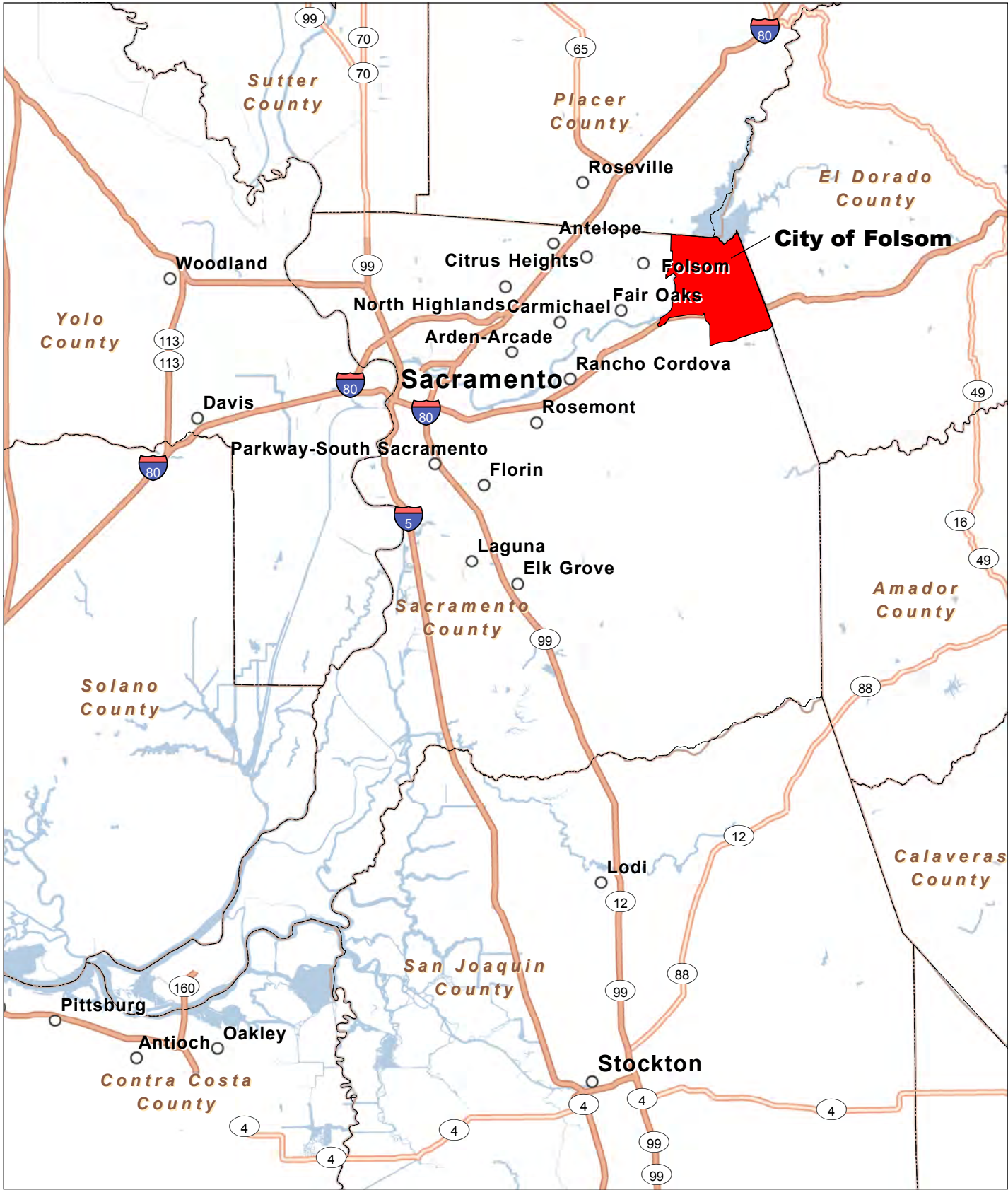
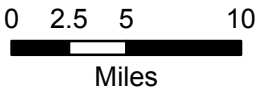


Figure 3-1

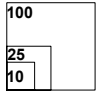
City of Folsom

Regional Location



Created by Planning Partners 2018.

Additional Sources: StreetMaps, 2016.



ACRES

The southern edge of the city is defined by Highway 50 to the west of Prairie City Road, except for a small portion that includes the Folsom Auto Mall, and by White Rock Road east of Prairie City Road to the El Dorado County line. The city includes an area west of the American River, which is connected to the rest of the city by three bridges.

The city is bordered by: North - Folsom Lake and the unincorporated community of Granite Bay in Placer County; South - unincorporated Sacramento County; East - the unincorporated community of El Dorado Hills in El Dorado County; and, West - the unincorporated communities of Orangevale and Gold River in Sacramento County, other areas of unincorporated Sacramento County, and the City of Rancho Cordova.

The city is served by U.S. Highway 50, which runs east/west through the southern area of the city. Regionally important roadways serving the city include: Greenback Lane, Madison Avenue, Folsom/Auburn Road, Green Valley Road, Folsom Boulevard, and White Rock Road.

SPHERE OF INFLUENCE

A Sphere of Influence (SOI) indicates an area of service provision and likely annexation by a City, although it is typically outside of the city limits and usually made up of unincorporated land administered by a county. The purpose of a SOI is to prevent overlapping jurisdiction and duplication of services, and thereby help to ensure the efficient provision of services while discouraging urban sprawl and the premature conversion of agricultural and open space lands. Local Agency Formation Commissions (LAFCo) determine SOIs for all local governmental agencies. Jurisdictional boundaries within the Sacramento County, including the City of Folsom, are under the jurisdiction of Sacramento LAFCo.

At the time of preparation of this Draft PEIR, the City of Folsom's Sphere of Influence is coterminous with its city limits. The City of Folsom and Easton Development Company (a subsidiary of the landowner, Aerojet Rocketdyne Inc.) have submitted a joint application to Sacramento LAFCo to amend the City's SOI to eventually allow the development of a new municipal corporation yard on approximately 58 acres south of White Rock Road. For additional information on this future project, see Section 3.9 of this chapter.

2035 GENERAL PLAN PLANNING AREA

The 2035 General Plan Planning Area is the geographic area for which the General Plan establishes policies about future urban growth, service delivery, and natural resource

City limits – The boundary of the incorporated City of Folsom. Delineated by a solid green line in Figure 3-2. The City limits encompass an area of 17,303 acres.

2035 General Plan Planning Area – As defined in the Draft 2035 General Plan, the General Plan planning area consists of the entire Folsom City limits plus two areas totaling 5,600 acres outside of the City limits south and southwest of the City. This area is delineated by the red dotted line on Figure 3-2.

Planning Area 1 – 1,900 acres located southwest of the Folsom City limits in unincorporated Sacramento County. Delineated by the dark red cross-hatching in Figure 3-2.

Planning Area 2 – 3,700 acres located south of the Folsom City limits in unincorporated Sacramento County. Delineated by the green cross-hatching in Figure 3-2.

2035 Plan Evaluation Area – The area assessed in this PEIR. For most environmental topics in this PEIR, the 2035 Plan Evaluation Area includes only those areas within the Folsom City limits and does not include Planning Areas 1 or 2. For more discussion of the rationale for this analysis area, see PEIR, Chapter 5, *Introduction to the Analysis*.

conservation. The boundary of the 2035 General Plan Planning Area is determined in accordance with State law requiring 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 2035 General Plan includes the entire city limits and approximately 5,600 acres outside the city limits in two separate areas, as shown in Figure 3-2. Planning Area 1 extends west of Prairie City Road to Hazel Avenue/Nimbus Road. This approximately 1,900-acre area is mostly vacant land and industrial land, formerly used by the Aerojet Corporation, and a small number of residential, office, retail, and religious uses. The area includes two projects that have been approved by Sacramento County: Glenborough and Easton Place. The projects have received entitlements from Sacramento County, including the certifications of their EIRs; 404 permits have been obtained; a water supply has been 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 Community Facilities Districts have been approved. This portion of the Planning Area also includes the Nimbus Dam and a portion of the American River Parkway.

The second area is located south of White Rock Road. Planning Area 2 is an approximately 3,700-acre area outside the city limits and Sphere of Influence, and within unincorporated Sacramento County. This area comprises a portion of the City’s designated Area of Concern, adopted by the Sacramento LAFCo in July 1996 (LAFCo 1996). Planning Area 2 largely consists of grazing land, but also includes gravel quarries and a portion of the Prairie City State Vehicular Recreation Area. The Sacramento County 2030 General Plan designates this area as General Agriculture.

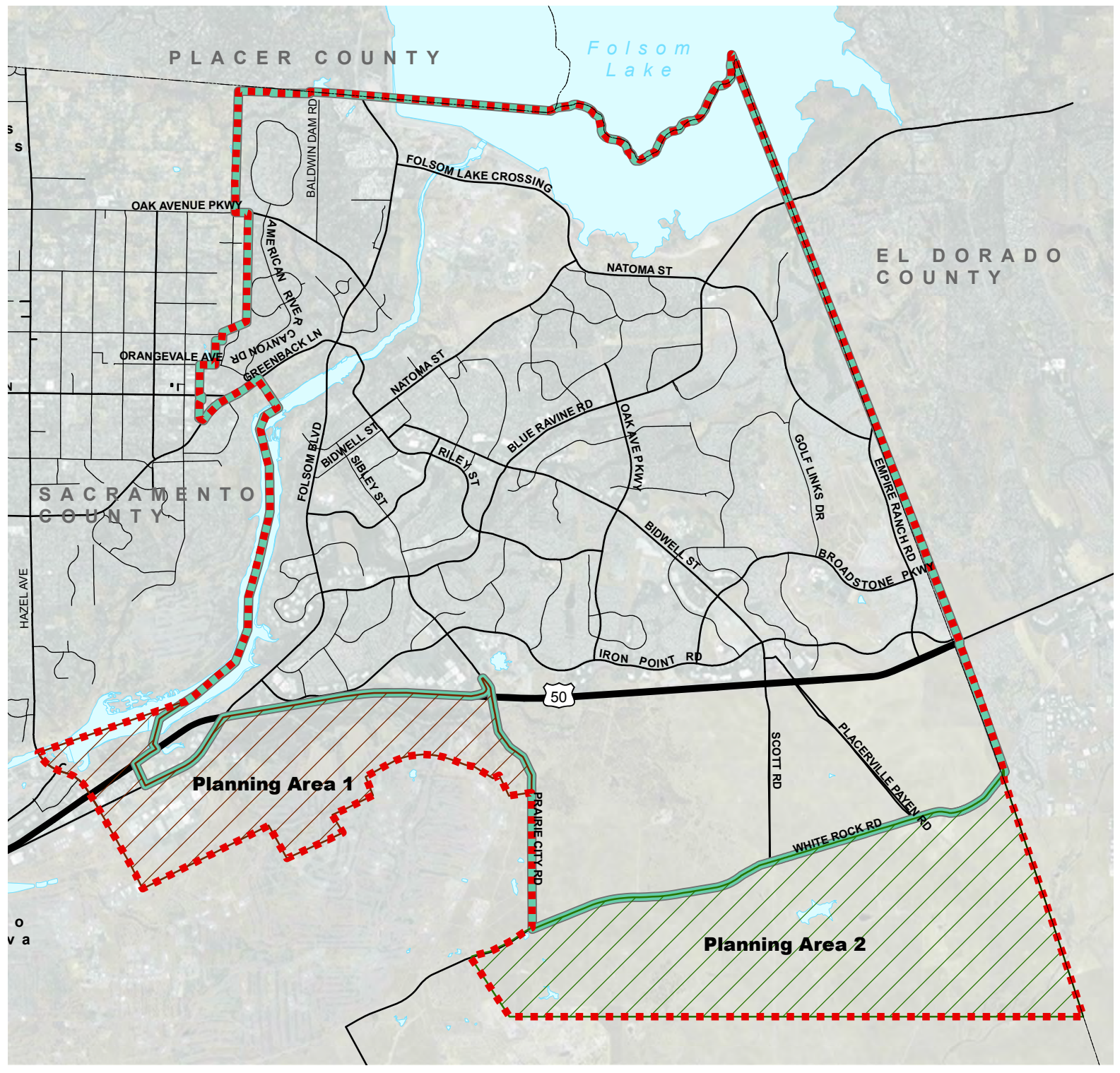
Both of these Planning Areas are considered to be related to, and influenced by, the City’s planning processes, even though the land use designations and/or zoning of that land are regulated by the County of Sacramento, the State of California, and the U.S. Bureau of Reclamation. The 2035 General Plan Land Use Diagram shows the land uses approved by the County and state and federal agencies in these areas for reference only. Except for several policies related to a relocated City Corporation Yard, the Folsom 2035 General Plan does not assign land uses or specific policies to either of these two Planning Areas. For additional information regarding the City’s proposed Corporation Yard, see Section 3.9 of this chapter. For information regarding the area assessed for environmental impacts in this Draft PEIR, see Chapter 5, *Introduction to the Environmental Analysis*.

3.3 ENVIRONMENTAL SETTING

The City of Folsom comprises 17,301 acres, and is located along the western edge of the Sierra Nevada foothills in northeastern Sacramento County. The surrounding area to the east of the city includes residences, commercial uses, and rolling hills at varying elevations. To the west is the substantially urbanized Sacramento metropolitan area.

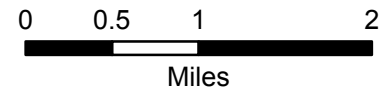
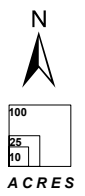
According to the California Department of Finance (DOF), the City of Folsom’s population as of January 1, 2017, was 78,525. These numbers include 5,420 persons living in group quarters, which consists primarily of inmates at Folsom Prison. The household population in 2017 was 73,105. (DOF 2017)

Figure 3-2
City of Folsom



2035 Planning Area Boundaries

- Folsom City Boundary
- 2035 Planning Area
- Planning Area 1
- Planning Area 2



Created by
Planning Partners 2018.

Additional Sources:
City of Folsom, 2017;
County of Sacramento, 2017.

In general, Folsom has four existing zones in terms of its land use patterns. The Historic District is an intense mix of land uses at a small lot, walkable scale. The southwest area of the city, between Highway 50 and East Bidwell Street, has a mix of housing with shopping, schools, parks, and offices, including the Central Business District between Riley Street and East Bidwell Street. The areas west of the American River and north and east of East Bidwell Street are dominated by large residential neighborhoods and linear parkways, with a smaller supply of commercial uses, jobs, and schools. South of Highway 50, the City has approved the Folsom Plan Area Specific Plan (FPASP) that provides a combination of employment-generating uses, retail and supporting services, recreational uses, and a broad range of residential uses and associated infrastructure and roads on approximately 3,510 acres. At least 30 percent of the FPASP area would be maintained in permanently protected open space. As of the date of this Draft PEIR, construction of the backbone infrastructure within the FPASP area has been initiated.

The pattern of land use and circulation in the city is dominated by waterways and protected open space. The American River canyon, Lake Natoma, and Folsom Lake are the most recognizable physical elements of the city. Newer portions of the city, particularly in the east, are defined by the creekways that dominate the terrain, preventing gridded development with multiple connections but creating an interlinked open space and trail system.

North of Highway 50, Folsom's protected open space mainly consists of the extensive network of greenways and parkways that follow its rivers and streams. These open spaces provide habitats and migration corridors for native plants and animals, protect water quality, reduce flooding, and provide scenic value for residents and visitors. They also serve to link many of Folsom's parks to one another and to the American River Parkway with pedestrian and bike trails. Most of these greenways are interconnected and protect waterways and riparian habitat. This undesignated open space covers approximately 1,400 acres of land. South of Highway 50, the FPASP preserves 30 percent of its area as qualified open space, equating to around 1,054 acres, to be maintained as natural open space to preserve oak woodlands and sensitive habitat areas. The preserved open space is predominantly located in the northwest corner of the specific plan area and encapsulates Alder Creek as well as hillside areas in the northeastern portion of the Specific Plan area. Additional open space is located within the FPASP area for a grand total of 1,118 acres.

Within the city limits, the Folsom Lake State Recreation Area has set aside the Mormon Island Preserve as protected wetland habitat.

The Preserve consists of 113 acres in northeast Folsom, separated from the rest of the State Recreation Area by Green Valley Road. In addition, much of the American River Parkway can be

Open space – Open space is defined in the 2035 General Plan to be the preserved natural open space areas of Folsom. This is the most expansive definition of open space used in the PEIR. The total citywide acreage of open space using the definition is 3,985 acres. Of this, the 2035 General Plan designates 1,118 total acres of open space within the FPASP area.

Measure W open space or Qualified open space – Measure W or qualified open space is a subcategory of open space that is applied only within the FPASP area. Pursuant to the requirements of Measure W enacted by the Folsom voters in 2004, to qualify as open space counting toward Measure W's 30 percent open space requirement, open space lands must preserve oak woodlands and sensitive habitat areas. Qualified open space cannot include active park sites, residential yard areas, golf courses, parking lots, or their associated landscaping. Within the FPASP area, the City has identified 1,054 acres of qualified open space.

considered open space. Around 670 acres within Folsom are set aside by the State for conservation, designated to accommodate lower intensity recreation that is compatible with protecting natural resources. The conservation area in Folsom consists of the entire American River Parkway to the east of the river, from Folsom Dam to the southern city limits, and the portion of the Parkway west of the river, from Folsom Dam to the Rainbow Bridge.

3.4 INTRODUCTION TO GENERAL PLANS

The General Plan is the foundational land use document for the City of Folsom and includes goals, policies, and programs on a wide range of topics.

Every city and county in California must have a General Plan, which is the local government’s long-term framework or “constitution” for future development. The General Plan represents the community’s view of its future and expresses the community’s development and conservation goals. The General Plan contains the goals and policies upon which the City Council and Planning Commission will base their land use decisions. California State law requires that each City adopt a General plan “for the physical development of the city and any land outside its boundaries that bears relation to its planning.” Typically, a General Plan is designed to address the issues facing the City for the next 20 years.

The General Plan is made up of a collection of “topical elements,” of which seven are mandatory. The seven State-mandated elements are: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety (California Government Code Section 65302). Communities may include other elements that address issues of particular local concern, such as economic development or urban design. Communities can also organize their General Plan anyway they choose, as long as the required issue areas are addressed. The following table shows how the elements of the Folsom 2035 General Plan are organized to meet the mandatory requirements of State law.

Folsom 2035 General Plan Elements	General Plan Elements Required by State Law							Optional Elements Allowed By State Law
	Land Use	Circulation	Housing	Conservation	Noise	Open Space	Safety	
Land Use	◆							
Mobility		◆						
Economic Prosperity								◆
Housing			◆					
Natural and Cultural Resources				◆		◆		
Public Facilities and Services								◆
Parks and Recreation						◆		
Safety and Noise					◆		◆	

Source: Folsom General Plan 2035, Revised Preliminary Public Review Draft, June 2017.

3.5 CITY OBJECTIVES IN PREPARING THE 2035 GENERAL PLAN

The primary objective of the updated 2035 General Plan is to provide new policy guidelines for the future physical development, urban service and amenity delivery, economy, and conservation of natural resources in Folsom, and to reflect new issues that have emerged since the preparation of the 1988 General Plan. The objectives of the 2035 General Plan, based upon regulatory requirements, the City's vision, and the City's guiding principles as set forth in the 2035 General Plan, are as follows:

1. **Maintain a close-knit, neighborly, family-friendly city with a small town feel**
Preserve and enhance Folsom's small town charm by ensuring Folsom remains a safe, attractive, family-friendly community with social gathering places where neighbors can meet and interact. Inherent to that small-town feel is the Historic District, a complete small town preserved within the larger city.
2. **Focus on Historic Folsom's Commercial District as a center of shopping, dining, entertainment, and cultural attractions**
Focus on maintaining Historic Folsom's Commercial District as a vibrant mixed-use entertainment district that offers high-quality housing, a dynamic nightlife, and rich cultural experiences for residents, families, and visitors. Preserve and enhance the historic area's pedestrian orientation, architectural integrity, and collection of unique, locally-owned businesses. Embrace the city's rich historical Gold Rush heritage and connections to the historic railroad by conserving and enhancing historical and cultural amenities and attracting visitors through cultural events and programs.
3. **Promote town centers as social gathering places**
Promote mixed-use, walkable districts that serve as social gathering places for the community. Ensure that all residents have convenient access to town centers by establishing several throughout Folsom.
4. **Promote the revitalization of aging commercial corridors**
Encourage pedestrian-oriented infill and redevelopment of Folsom's aging commercial corridors. Create mixed-use developments that take advantage of alternative transportation modes, where people can live, work, and shop.
5. **Support the regional retail base**
Expand Folsom's role as a regional retail center that provides a broad range of goods to area residents, ensures financial security for the city, and supports the high level of community services that Folsom residents enjoy.
6. **Enhance gateways into Folsom**
Signify arrival into Folsom by enhancing the major entryways into the community with context-appropriate solutions including landscaping, public art, and design that strengthen Folsom's unique identity.
7. **Continue to be a premier recreation destination in Northern California**
Enhance and expand Folsom's role as a premier outdoor recreation destination in Northern California by continually improving cultural resource activities and programs, recreation opportunities and quality including new bicycle trails, parks and open space, and sports facilities.

8. **Brand Folsom as the “Gateway to the Foothill Wine Region”**
Capitalize on Folsom’s location near the wine country by expanding lodging and dining opportunities, and marketing Folsom as the “Gateway to the Foothill Wine Region.”
9. **Provide all residents with opportunities to live an active, healthy, and green lifestyle**
Promote healthy lifestyles by enhancing opportunities for physical activity, healthy eating, and sustainable living.
10. **Provide for a range of attractive and viable transportation options, such as bicycling, walking, rail, and transit**
Support higher-density, mixed use, transit-oriented development near light rail stations and in core areas where alternative transportation modes are planned. Support transportation improvements that allow and encourage more residents, workers, and visitors to walk, bike, or use transit.
11. **Provide a range of housing choices for all generations**
Provide for a range of housing choices to ensure Folsom is a community for all generations, where children can grow, raise families, and age in place.
12. **Preserve the High Quality of Folsom’s Neighborhoods**
Preserve the high quality of Folsom’s neighborhoods by maintaining quality housing stock, walkability, convenient access to parks and trails, attractive landscaping, and functional and efficient infrastructure.
13. **Foster economic growth and diversity to become recognized as one of the smartest cities in the region**
Build a thriving innovation-based economy that creates new jobs and welcomes businesses and entrepreneurship. Support the incubation of new startups as well as the efforts of Folsom Cordova Unified School District and Folsom Lake College to provide quality education to the community and beyond. Foster partnerships between educational institutions and local employers to grow a highly-educated local workforce.
14. **Commit to high-quality design**
Promote development that strengthens the physical form of the city, enhances livability, incorporates sustainable design practices, and fosters a unique sense of place through context-sensitive design and commitment to high-quality execution.
15. **Foster a sustainable community for the next generation’s benefit**
Balance resource conservation with economic growth to ensure that meeting today’s needs does not compromise the ability of the community to meet future needs. Lead by example in municipal projects and daily operations through City commitments and policies to advancing best practices in sustainability. Conserve resources and reduce operational costs without sacrificing quality of life.
16. **Integrate the “old” and the “new” areas of the city**
Promote an integrated, cohesive city by connecting new development areas with the existing city fabric through pedestrian, bicycle, and transit linkages; harmonious design; and shared gathering places.
17. **Embrace Folsom’s Heritage**
Embrace the city’s rich historic and prehistoric heritage, preserving, restoring, maintaining, and enhancing heritage sites throughout the city.

18. Celebrate Folsom’s Cultural Diversity

Recognize and celebrate the cultural diversity of Folsom residents.

19. Encourage citizen participation and good leadership

Facilitate active and meaningful community participation by maintaining a transparent and open government and actively seeking citizen input in the decision-making process. City government shall be guided by the public interest and be an active leader in maintaining and improving quality of life in Folsom.

3.6 MAJOR COMPONENTS OF THE 2035 GENERAL PLAN

Section 15378 (a) of the State CEQA Guidelines defines a “project” to mean the whole of an action, which has a potential to result in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. This definition precludes an agency from evaluating only those aspects of a project under its jurisdiction or for which it has regulatory responsibility. The 2035 General Plan is defined to include all actions necessary to provide a comprehensive update of the existing City of Folsom General Plan (adopted in 1988). The purpose of the proposed 2035 General Plan is to revise and replace the existing General Plan, including all of the elements¹, the Land Use and Circulation Diagrams, and other existing goals, policies, and implementation plans as needed to reflect current law and the changing matters of public interest and concern. The 2035 General Plan establishes and implements new goals and policies for regulating development projects and for balancing population and economic growth with infrastructure availability and natural resource protection. Other goals and policies are directed to ensuring the timely availability of public infrastructure and services, and encouraging a well-balanced economy. The plan will also integrate new planning concepts endorsed by the Folsom City Council, and translate the updated goals and policies into implementation programs (such as amendments to the City’s code, zoning ordinance, and subdivision regulations) to assure that the City’s vision is implemented.

The following provides a summary of the major components of the 2035 General Plan.

2035 GENERAL PLAN CONTENTS AND ORGANIZATION

For purposes of this Draft PEIR, the project under review consists of the 2035 General Plan policy document, and the associated Land Use and Circulation Diagrams. Where this Draft PEIR refers to the 2035 General Plan, the reference is to the policy document and its associated diagrams.

¹ Except for the Housing Element, which has already been revised and adopted in 2013 as a separate project in accordance with state requirements. The updated Housing Element was certified by the California Department of Housing and Community Development on August 1, 2013 and adopted by the Folsom City Council on October 22, 2013. Because the Housing Element was updated and adopted in 2013 as a separate project, and is not due for an update until 2021, it is not part of the 2035 General Plan project being evaluated in this PEIR.

The Policy Document is the heart of the General Plan. It contains the goals and policies that will guide future decisions within the city and identifies implementation programs that will ensure the goals and policies in the General Plan are carried out. The Policy Document also contains a land use diagram, which serves as a general guide to the distribution of land uses throughout the city. The General Plan Policy Document contains chapters and elements as follows:

1. Introduction
2. Land Use
3. Mobility
4. Economic Prosperity
5. Housing (separate document)
6. Natural and Cultural Resources
7. Public Facilities and Services
8. Parks and Recreation
9. Safety and Noise
10. Implementation

2035 GENERAL PLAN GOALS, POLICIES, AND ACTIONS

Each element (as set forth in Chapters 2 – 9 of the 2035 General Plan) contains the goals and policies that will be used by the City to guide future land use, development, and environmental protection decisions. A goal is a statement that describes in general terms a desired future condition or “end” state. Goals describe ideal future conditions for a particular topic and tend to be very general and broad. A policy is a clear and unambiguous statement that guides a specific course of action for decision-makers to achieve a desired goal.

Each 2035 General Plan element is summarily described below, and the draft goals are listed. In addition to goals, each element includes policies and implementation measures. The detailed policies and implementation measures of each element are set forth in the Draft 2035 General Plan (policy document), available on the City’s website at <http://folsom2035.com/documents/>

Goals, policies, and implementation measures were reviewed and evaluated by the public and by the City of Folsom Planning Commission and City Council during preparation and circulation of this Draft PEIR. The Draft PEIR evaluates the potential effects of the 2035 General Plan goals, policies, and implementation measures as they were modified by the City Council in their review of the draft 2035 General Plan in June 2017.

Land Use Element

The goals and policies in this element acknowledge the evolution of Folsom’s land use patterns 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 element sets forth detailed policies regarding future urban growth and development. A land use diagram, illustrating the future land use pattern within Folsom is also set forth in this element. Goals and policies are organized under the following headings: growth and change; urban centers; mixed-use districts; transit-oriented development; river district overlay; residential neighborhoods; commercial centers; employment/industrial uses; and, community design.

The draft goals of the Land Use Element are:

- LU 1.1 Retain and enhance Folsom’s quality of life, unique identity, and sense of community while continuing to grow and change.
- LU 2.1 Develop and support thriving urban centers that serve as community gathering places.
- LU 3.1 Encourage mixed-use development projects that create vibrant, walkable districts.
- 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 5.1 Support the enhancement of Folsom’s riverfront areas for current and future residents in order to increase public access, recreational opportunities, and economic development.
- 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 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 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 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.

Transportation and Circulation Element

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.

The element includes policy direction regarding 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. As set forth in the element, 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, and intersections with enhanced safety features for bicyclists and pedestrians. The element includes a comprehensive update to the Circulation Diagram.

Goals and policies in the Mobility Element guide the overall provision of a balanced multi-modal system of transportation facilities and services in Folsom. These goals and policies are organized under the following headings: general mobility; pedestrians and cyclists; transit; vehicular traffic and parking; goods movement; and, regional coordination. The draft goals of the Transportation and Circulation Element are:

- 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 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 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 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 4.2 Provide and manage a balanced approach to parking that meets economic development and sustainability goals.
- 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 6.1 Maintain and increase cooperation between Folsom and neighboring jurisdictions, regional organizations, and relevant State agencies.

Economic Prosperity Element

This element includes policy direction to promote future economic development, job creation, and prosperity. The major focus of this element is the identification of ways the City of Folsom can strengthen existing industries, create family-supporting jobs, and stimulate economic investment in the community. Goals and policies are organized under the following headings: skilled workforce; employment development; business climate; partnerships; retail development; and, tourism.

The draft goals of the Economic Prosperity Element are:

- EP 1.1 Support the development of an educated, skilled, and competitive workforce to match the employment needs of Folsom and its businesses.
- EP 2.1 Support efforts to increase employment in Folsom by encouraging the retention, attraction, and expansion of private sector businesses.
- EP 3.1 Maintain a supportive business climate and a healthy economy that increase the City's ability to expand existing businesses and attract new ones.
- EP 3.2 Provide opportunities for expansion of businesses by ensuring the availability of suitable sites, appropriate zoning, and access to infrastructure and amenities.
- EP 4.1 Be a key partner in the region in order to achieve the city's and the region's economic goals
- EP 5.1 Maintain and expand retail and services to meet local and regional demands and generate tax revenues for City operations.
- EP 6.1 Attract visitors and provide them with the amenities and services to make their stay enjoyable.

Housing Element

The Housing Element has been updated as a separate project and is not due for an update until 2021; hence it is not part of the 2035 General Plan being studied in the Draft PEIR. The adopted goals are:

- H-1 To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.
- H-2 To minimize governmental constraints on the development of housing for households of all income levels.

- H-3 To facilitate affordable housing opportunities to serve the needs of people who live and work in the community.
- H-4 To encourage the conservation and maintenance of the existing housing stock, neighborhoods, and historic homes in Folsom.
- H-5 To provide a range of housing services for Folsom residents with special needs, including seniors, persons with disabilities, single parents, large families, the homeless, and residents with extremely low incomes.
- H-6 To ensure equal housing opportunities for all Folsom residents regardless race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.
- H-7 To reduce greenhouse gas emissions and promote energy conservation in residential development.
- H-8 To ensure that Housing Element programs are implemented on a timely basis and progress of each program is monitored and evaluated annually.

Natural and Cultural Resources Element

This element sets forth policy direction for the management and preservation of natural and cultural resources in the City of Folsom. The preservation and protection of these resources is vital to the continued benefit and enjoyment of current and future residents. This Element contains goals and policies that seek to balance growth with the conservation and enhancement of the area's natural and cultural resources. Goals and policies are organized under the following headings: natural resource conservation; scenic resources; air quality and greenhouse gas emissions; hydrology and water quality; and cultural resources.

The draft goals of the Natural Resources Element are:

- NCR 1.1 Protect and enhance Folsom's natural resources for current and future residents.
- NCR 2.1 Allow residents to enjoy views of the hills, lakes, river, and habitats that make Folsom such a beautiful place to live.
- NCR 3.1 Improve the air quality in Folsom by meeting State and Federal standards, minimizing public exposure to hazardous air pollutants, reducing particulate matter in the atmosphere, and minimizing odors.
- NCR 3.2 Improve the sustainability of the community through continued local efforts to reduce GHG (*greenhouse gas*) emissions.
- NCR 4.1 Preserve and protect water quality in the city's natural water bodies, drainage systems, and groundwater basin.
- NCR 5.1 Encourage the preservation, restoration, and maintenance of cultural resources, including buildings and sites, to enrich our sense of place and our appreciation of the city's history

Public Facilities and Services Element

This element includes guidance for the logical and efficient expansion and/or upgrading of services and facilities in Folsom to meet existing and planned public needs. Development within the city is dependent upon an extensive network of public facilities and services. These networks are diverse in nature, from wastewater to emergency medical services. Policies in this element seek to ensure that public facilities and services are provided and maintained, so that Folsom can continue to grow and thrive to 2035 and beyond. Goals and policies are organized under the following headings: civic and

community facilities; educational facilities; water supply; wastewater systems; stormwater systems; law enforcement; fire protection; utilities; and, solid waste and recycling.

The draft goals of the Public Facilities and Services Element are:

- PFS 1.1 Maintain and support Folsom's community facilities.
- PFS 2.1 Provide for the educational and literacy needs of Folsom residents.
- PFS 3.1 Maintain the City's water system to meet the needs of existing and future development while improving water system efficiency.
- PFS 4.1 Maintain an adequate wastewater system to meet the needs of the community.
- PFS 5.1 Ensure adequate flood control and stormwater drainage.
- PFS 6.1 Maintain a high level of police service as new development occurs to protect residents, visitors, and property.
- PFS 7.1 Prevent loss of life, injury, and property due to wildland and structural fires, while ensuring an adequate level of fire protection service is maintained for all.
- PFS 8.1 Provide for the energy and telecommunications needs of Folsom and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies now and in the future.
- PFS 9.1 Reduce the amount of waste entering regional landfills through an effective waste management program.

Parks and Recreation Element

This element includes policy direction to maintain existing and expand new recreation opportunities in the Folsom. Goals and policies are organized under the following headings: park development and maintenance; recreational programs; community involvement; and, governmental coordination.

The draft goals of the Recreation and Cultural Resources element are:

- PR 1.1 Develop and maintain quality parks that support the diverse needs of the community.
- PR 2.1 Develop, maintain, and implement quality recreation activities that meet the diverse needs of the community.
- PR 3.1 Encourage community members and organizations to participate in the planning, development, and maintenance of recreation facilities and programs.
- PR 4.1 Effectively use City resources and the resources of other public entities to plan for recreation programs and facilities.

Safety and Noise Element

This element establishes policy direction for protecting residents and properties from unreasonable risks associated with hazards. This includes potential harm from natural forces, such as flooding and earthquakes, as well as from human-caused hazards such as noise and aviation. Goals and policies are organized under the following headings: emergency preparedness; geologic and safety hazards; flood hazards; wildfire hazards; hazardous materials; noise; geologic and seismic hazards; flood hazards; fire hazards; airport safety; hazardous materials; adaptation to climate change; noise; and, environmental justice.

The draft goals of the Health and Safety Element are:

- SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crisis, and repair and rebuild after a crisis.
- SN 2.1 Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.
- SN 3.1 Minimize the risk of flooding hazards to people, property, and the environment.
- SN 4.1 Minimize the adverse impacts resulting from wildfires.
- SN 5.1 Protect the health and welfare of the residents of Folsom through the management and regulation of hazardous materials in a manner that focuses on preventing problems.
- SN 6.1 Protect the citizens of Folsom from the harmful effects of exposure to excessive noise and protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

LAND USE BOUNDARIES, DESIGNATIONS, AND STANDARDS

The Land Use Element includes a description of the Land Use Diagram (see Figure 3-3) and the related land use designations 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 following land uses are designated by the 2035 General Plan:

Residential

- Single Family
- Single Family High Density
- Multifamily Low Density
- Multifamily Medium Density
- Multifamily High Density

Commercial

- General Commercial
- Community Commercial
- Regional Commercial Center
- Auto-Oriented Commercial

Mixed Use

- Mixed Use
- Historic Folsom Mixed Use

Employment/Industrial

- Industrial/Office Park
- Professional Office

Public

- Public and Quasi-Public Facility
- Parks
- Open Space

Overlays

- Transit-Oriented Development
- East Bidwell Corridor
- River District

Table 3-2 further describes these land use designations and assigns a key color identifying each designation as illustrated in Figure 3-3.

Table 3-2 Land Use Designations

Residential Designations	
	Single Family (SF) This designation provides for single-family detached homes.
	Single Family High Density (SFHD) 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.
	Multifamily Low Density (MLD) 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.
	Multifamily Medium Density (MMD) This designation provides for multifamily residential units, including townhouses, condominiums, and apartments.
	Multifamily High Density (MHD) This designation provides for multifamily residential units in apartment buildings.
Commercial Designations	
	General Commercial (GC) This designation provides for a wide range of retail, office, lodging, and service uses. Typically, general commercial parcels accommodate power centers, lifestyle centers, and freestanding stores or offices.
	Community Commercial (CC) This designation provides for community-based retail and service uses intended to serve residential neighborhoods within the city.
	Regional Commercial Center (RCC) This designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses. Uses in this district will serve the entire region.
	Auto-Oriented Commercial (AOC) This designation provides for vehicular sales and service.
Mixed Use Designations	
	Mixed Use (MU) This designation provides for a mixture of commercial and residential uses that are mutually compatible by encouraging high-quality, innovative site design. This designation allows for multifamily housing as well as shops, restaurants, services, offices, hospitality, and other compatible uses.
	Historic Folsom Mixed Use (HF) This designation provides for a mixture of commercial and residential uses designed to preserve and enhance the historic character of Folsom's old town center.
Employment/Industrial Designations	
	Industrial/Office Park (IND) This designation provides for office, research and development, wholesale, light industrial and similar uses. Uses that support the primary uses, such as restaurants, are also allowed.
	Professional Office (PO) This designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses.
Public Designations	
	Public and Quasi-Public Facility (PQP) This designation supports the needs of the community by providing for governmental, civic, cultural, health, education, and infrastructure uses.

Table 3-2 Land Use Designations	
Parks (P)	The Parks land use designation provides for active and passive recreational opportunities in Folsom.
Open Space (OS)	The Open Space land use designation encompasses the preserved natural open space areas of Folsom.
Overlay Designations	
East Bidwell Corridor (EBC) Overlay	This overlay designation gives property owners along the East Bidwell Corridor the flexibility to develop sites as mixed use. It provides for a mixture of commercial and residential uses that are mutually compatible along East Bidwell Street. This designation balances existing commercial uses with future mixed-use development. This designation allows for multifamily housing as well as shops, restaurants, services, offices, and other compatible uses.
River District Overlay	This overlay designation applies to the riverfront areas of Folsom, which are envisioned to be enhanced during the life of the General Plan. The General Plan calls for the preparation of a River District Master Plan for the River District Overlay area, to set a vision and implementation plan for enhancing and improving access to Folsom’s riverfront.

Source: Folsom General Plan 2035, Revised Preliminary Public Review Draft, June 2017

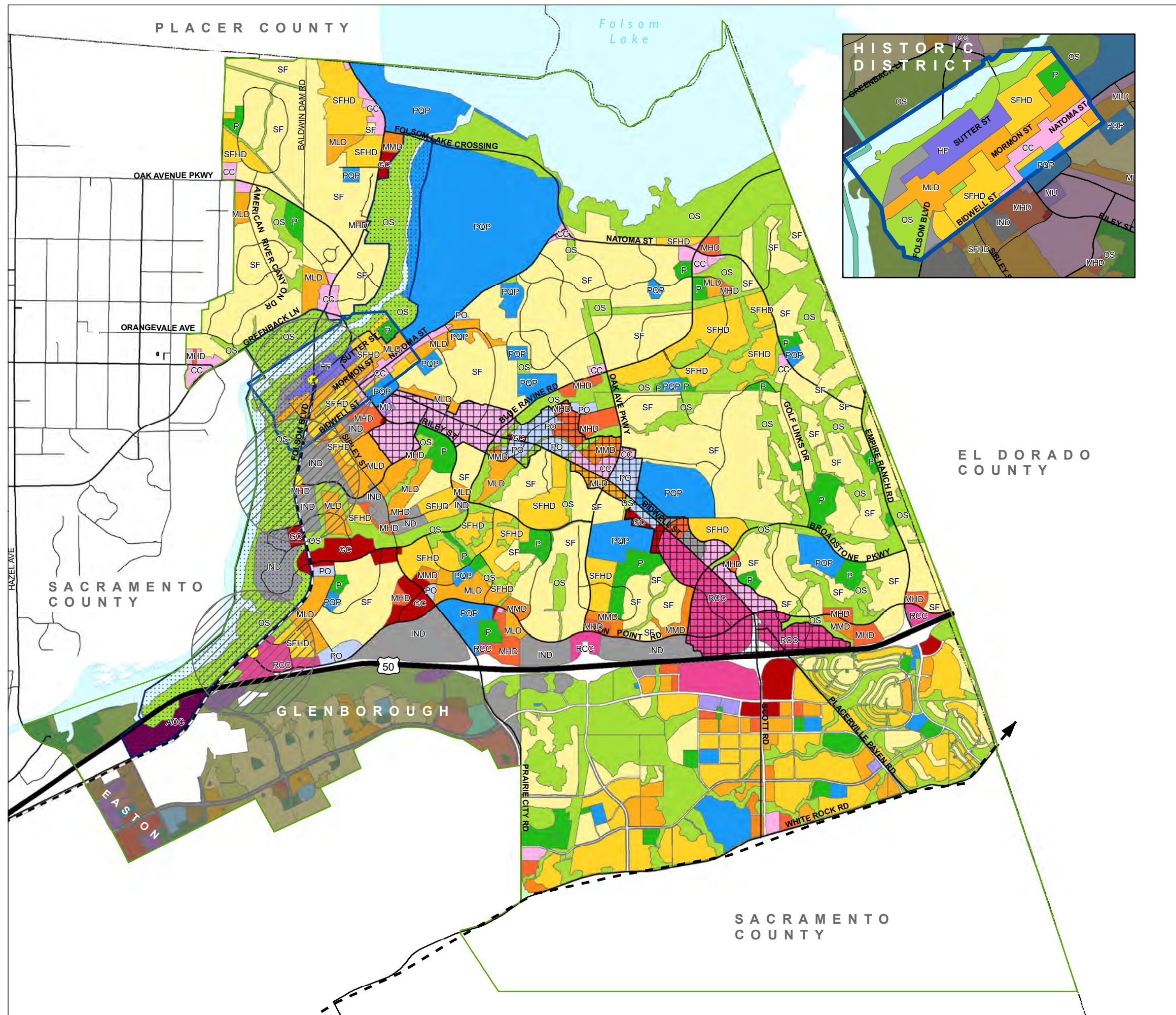


Figure 3-3
 City of Folsom
Folsom 2035 Land Use Diagram

- County Boundary
- Historic District
- Light Rail Station
- Light Rail Line
- SACOG Transit Priority Area (half-mile radius)

General Plan Designations

Residential

- SF - Single Family
- SFHD - Single Family High Density
- MLD - Multifamily Low Density
- MMD - Multifamily Medium Density
- MHD - Multifamily High Density

Commercial

- GC - General Commercial
- CC - Community Commercial
- RCC - Regional Commercial Center
- AOC - Auto-Oriented Commercial

Mixed Use

- MU - Mixed Use
- HF - Historic Folsom Mixed Use

Employment/Industrial

- IND - Industrial/Office Park
- PO - Professional/Office

Public

- PQP - Public and Quasi-Public Facility
- P - Parks
- OS - Open Space

Overlays

- East Bidwell Mixed Use Overlay
- Riverfront Overlay

**Development in areas designated Open Space are subject to further study and consideration by the City.*



Created by Planning Partners 2018.

Additional Sources: Mintier Harnish, 2017; City of Folsom, 2017; County of Sacramento, 2017.

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Development Standards

Land Use Standards

Consistent with state law, the General Plan includes standards of residential density and building intensity for each of the land use designations appearing on the Land Use Diagram and as described in Tables 3-2 and 3-3. Table 3-4 summarizes the acreage designated within the city for each land use designation under both the existing 1988 General Plan as amended and the proposed 2035 General Plan.

Gross acre/Net acre - The term “gross acre” includes all land (including streets and rights-of-way) designated for a particular use, while net acreage excludes streets and rights-of-way. In urban areas, net acreage is normally 20 to 25 percent less for a given area than gross acreage. Net acreage is the standard typically used in zoning, while gross acreage is more commonly used for General Plans.

Density. Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre. The diagram below shows various building configurations representing different density ranges. Standards of population density can be determined based on an assumption of persons per household.

Floor-Area Ratio (FAR). Standards of building intensity for nonresidential uses, such as mixed-use, commercial, and industrial development, are stated as a range (i.e., minimum and maximum) of FARs. In the case of mixed-use developments that include residential uses, the FAR includes



residential building square footage, and the development must meet both FAR and residential density standards.

A FAR is a ratio of 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 above 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.

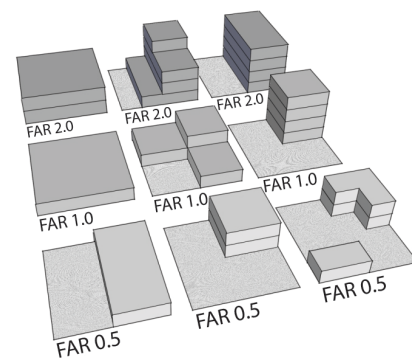


Table 3-3 Land Use Standards						
Land Use Designations	Dwelling Units Per Gross Acre		Non-Residential Floor Area Ratio	Average Persons Per Residence (SF/MF)	Average Employee Density ¹	Defining 2035 General Plan Policies
	Min.	Max.				
Residential						
Single Family (SF)	2	4	-	2.75/--	-	LU 6.1.1, LU 6.1.3 – 6.1.10
Single Family High Density (SFHD)	4	7	-	2.75/--	-	LU 6.1.1, LU 6.1.3 – 6.1.10
Multifamily Low Density (MHD)	7	12	-	2.75/2.3	-	LU 6.1.1, LU 6.1.3 – 6.1.10
Multifamily Medium Density (MMD)	12	20	-	2.75/2.3	-	LU 6.1.1, LU 6.1.3 – 6.1.10
Multifamily High Density (MHD)	20	30	-	0/2.3	-	LU 6.1.1, LU 6.1.3 – 6.1.10
Commercial						
General Commercial (GC)	-	-	0.2 – 0.5	-	300 – 1,000	LU 7.1.1 LU 9.1.1 – LU 9.1.3
Community Commercial (CC)	-	-	0.2 – 0.5	-	500	LU 7.1.1
Regional Commercial Center (RCC)	-	-	0.2 – 1.0	-	500	LU 7.1.1, LU 7.1.6
Auto-Oriented Commercial (AOC)	-	-	0.1 – 0.3	-	500 – 1,000	LU 7.1.1
Mixed Use						
Mixed Use (MU)	20	30	0.5 – 1.5	0/2.3	300 - 500	LU 3.1.1 – LU 3.1.4, LU 6.1.3
Historic Folsom Mixed Use (HF)	20	30	0.5 – 2.0	2.75/2.3	300 - 500	LU 2.1.1, LU 6.1.2
Employment/Industrial						
Industrial/Office Park (IND)	-	-	0.2 – 1.2	0/0	300 – 1,000	LU 8.1.1 – LU 8.1.6
Professional Office (PO)	-	-	0.2 – 0.5	0/0	300	n/a
Public						
Public and Quasi-Public Facility (PQP)	-	-	0.2 – 1.0	0/0	500 - 800	PFS 1.1.1
Parks (P)	-	-	0.0 – 0.1	0/0	0	PR 1.1.4 – PR 1.1.14
Open Space (OS)	-	-	0.0 – 0.1	0/0	0	LU 6.1.4

Table 3-3 Land Use Standards						
Land Use Designations	Dwelling Units Per Gross Acre		Non-Residential Floor Area Ratio	Average Persons Per Residence (SF/MF)	Average Employee Density ¹	Defining 2035 General Plan Policies
	Min.	Max.				
Overlays						
East Bidwell Corridor (EBC)	20	30	0.5 – 1.5	0/2.3	300 - 500	LU 1.1.12, LU 3.1.5 - LU 3.1.8 Imp. Prog. LU-4
River District	n/a	n/a	n/a	n/a	n/a	LU 5.1.1 – LU 5.1.5, Imp. Prog. LU-3, LU-5
Special Study Area						
Sphere of Influence Amendment/Corporation Yard	n/a	n/a	n/a	n/a	n/a	LU 1.1.4, PFS 1.1.5

¹ Assumed Square Feet per Employee

Source: Folsom General Plan 2035, Revised Preliminary Public Review Draft, June 2017

Table 3-4 Acreage by Land Use Type

Primary Land Use Designation	Acreage		
	1988 General Plan as Amended ^a	2035 General Plan	Difference
Residential			
Single Family (SF)	5,371	5,299	-72
Single Family High Density (SFHD)	1,841	1,914	+73
Multifamily Low Density (MLD)	881	915	+34
Multifamily Medium Density (MMD)	196	178	-18
Multifamily High Density (MHD)	348	346	-2
<i>Total Residential</i>	<i>8,637</i>	<i>8,652</i>	<i>+15</i>
Commercial			
Specialty Commercial (CA)	535	0	-535
General Commercial (GC)	122	276	+154
Neighborhood Commercial (NC)	59	0	-59
Central Commercial Mixed Use (CCD)	231	0	-231
Community Commercial (CC)	386	557	+171
Regional Commercial Center (RCC)	440	561	+121
Auto-Oriented Mixed Use (AOC)	0	79	+79
<i>Total Commercial</i>	<i>1,773</i>	<i>1,473</i>	<i>-300</i>
Mixed Use			
Mixed Use (MU)	37	37	0
Historic Folsom Mixed Use (HF)	0	56	+56
<i>Total Mixed Use</i>	<i>37</i>	<i>93</i>	<i>+56</i>
Employment/Industrial			
Industrial/Office Park (IND)	770	727	-43
Professional Office (PO)	0	181	+181
<i>Total Employment/Industrial</i>	<i>770</i>	<i>908</i>	<i>+138</i>
Public			
Public and Quasi-Public Facility (PQP) ^b	1,655	1,727	+72
Parks (P)	431	538	+107
Open Space (OS)	3,985	3,913	-72
Utility (U)	11	0	-11
<i>Total Public</i>	<i>6,082</i>	<i>6,178</i>	<i>+96</i>
Total Designated Area	17,299	17,304	+5^d
Overlays			
East Bidwell Corridor (EBC)	0	78	
River District	0	Unknown ^c	

Notes:

^a 1988 General Plan as amended through August 2017.^b For 1988 General Plan - Combination of Public/Quasi-Public, Public, School, Junior High School^c Ultimate River District boundaries and policies unknown pending completion of a future planning process.^d The additional 5 acres consists of land dedicated to new freeway interchanges.

Sources: Interpretation of City of Folsom GIS Data 2017; Mintier Harnish, 2017.

CIRCULATION SYSTEM

Based on the goals and policies of the Transportation and Circulation Element set forth above, and the land use patterns described in the 2035 General Plan, the City has developed a planned circulation network to provide for the appropriate movement of persons and goods. The proposed Circulation Diagram is illustrated in Figure 3-4.

3.7 POLICY CHANGES DURING PREPARATION OF THE DRAFT PEIR

Several proposed 2035 General Plan policies have been modified by the City from those set forth in the June 2017 Draft 2035 General Plan assessed in this Draft PEIR. The modified text of these policies is cited and evaluated in this Draft PEIR where appropriate.

Modifications occurred as a result of City consultation with Native Americans pursuant to Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52). See Chapter 18, *Tribal Cultural Resources*, of this Draft PEIR for a discussion of these requirements and the results of the consultations. As a result of the consultations, the following draft policies have been modified additions noted in underlined text.

Policy NCR 1.1.4 Native and Drought Tolerant Vegetation.

Encourage new developments to plant native vegetation, including those species important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants.

Policy NCR 5.1.4: Applicable Laws and Regulations.

Ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archeological resources, as listed in the City of Folsom Historic Preservation Master Plan, including the use of the California Historical Building Code as applicable, including, but not limited to, Senate Bill 18, Assembly Bill 52, Appendix G to the CEQA Guidelines, and, where applicable, Section 106 of the National Historic Preservation Act.

An additional change was made to the 2035 Land Use Diagram and Land Use Element to refine the definitions and areas within the vicinity of light rail stations along Folsom Boulevard. The Land Use Diagram has been modified to delete the Transit-Oriented Development (TOD) Overlay land use designation, and replace the designation with the identification of Transit Priority Areas identified by the Sacramento Area Council of Governments (SACOG). (SACOG 2016). Additionally, several policies within the Land Use Element and an Implementation Program have been replaced with the following:

Policy 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., ½ mile of light rail stations) to maximize CEQA streamlining benefits available through SACOG's MTP/SCS.

Policy LU 4.1.4: Restrict Auto-Oriented Uses Around Transit Stations

Restrict new auto-oriented uses (e.g., automobile repair, gas station, car wash) within one-quarter mile of light rail stations.

Implementation Program: LU-1. Update the Zoning Ordinance

The City shall 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.

In addition, the following policies have been renumbered, although no policy text has been modified:

- **Policy LU 4.1.5: Connections Between Modes** (formerly LU 4.1.4)
- **Policy LU 4.1.6: Parking Management** (formerly LU 4.1.5)
- **Policy LU 4.1.7: Corporation Yard Special Study Area** (formerly LU 4.1.6)

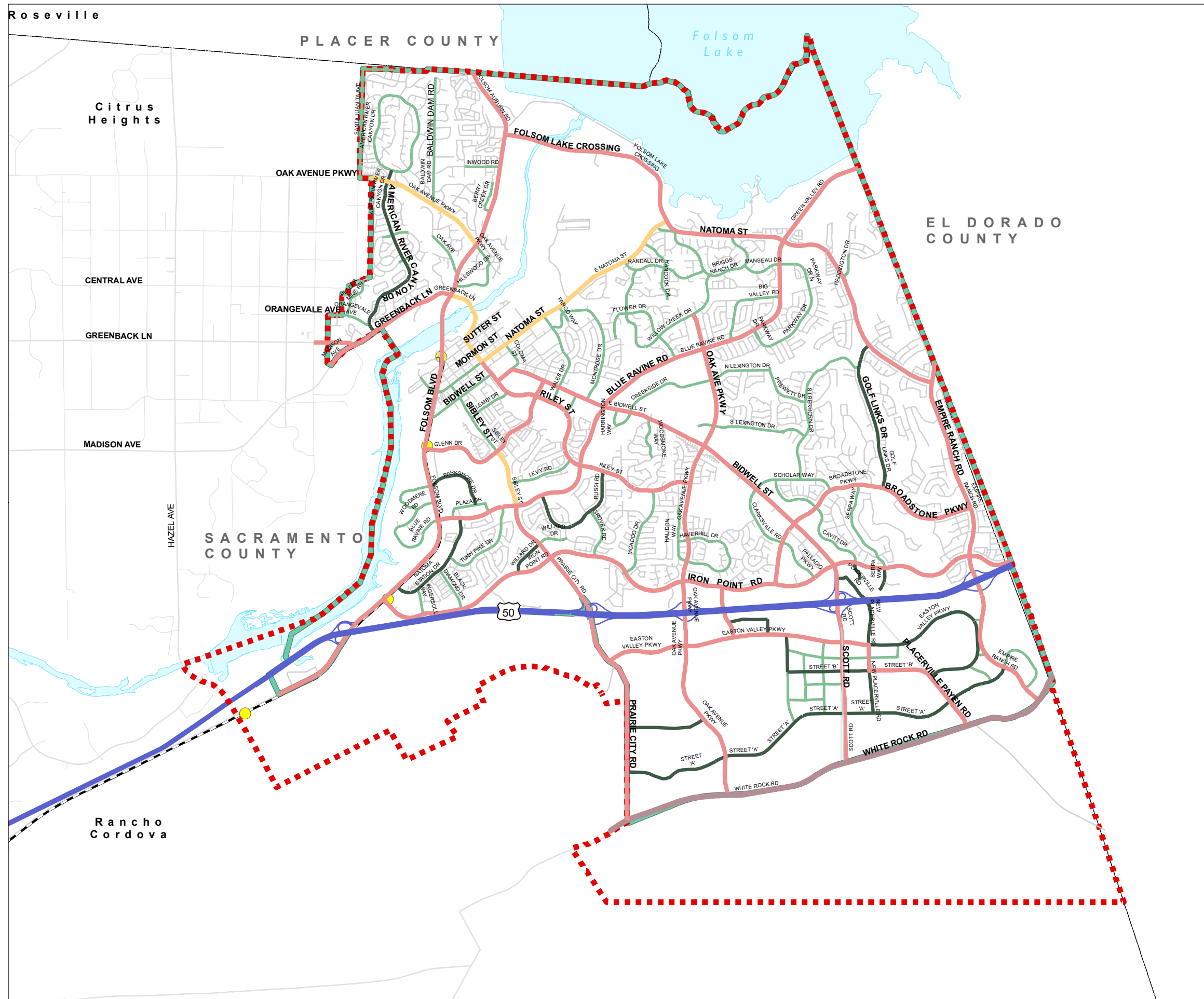










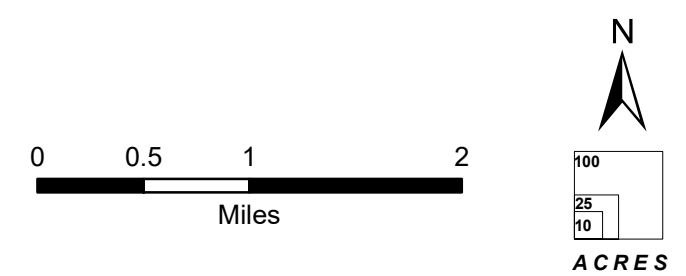


Figure 3-4
City of Folsom
Folsom 2035 Circulation Diagram

-  2035 General Plan Planning Area
-  Folsom City Boundary
-  County Boundary
-  Light Rail Station
-  Light Rail Line

Functional Classification

-  Freeway
-  Ramp
-  Expressway
-  Arterial
-  Minor Arterial
-  Major Collector
-  Collector
-  Local
-  Alley



Created by Planning Partners 2018.
Additional Sources: DKS Associates, 2016;
City of Folsom, 2017; County of Sacramento, 2017.

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3.8 GROWTH ASSUMPTIONS

The 2035 General Plan includes assumptions for the amount of growth that will occur within the 2035 Plan Evaluation Area by 2035. The General Plan assumes the city will grow to about 110,408 residents, and that approximately 64,573 people will be employed in the city. A total of 43,247 housing units would be occupied in 2035. Population projections were derived from SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy forecast, released by SACOG in February 2016. (SACOG 2016; Mintier Harnish 2017) These projections, which were prepared at the regional level, were later revised by the City to reflect local information sources on planned and approved projects, updated market data, input from the development community, anticipated development patterns, and available land. (For more information regarding the inputs and assumptions of the buildout model, see Appendix D, *Folsom Holding Capacity Methodology*, of this Draft PEIR.)

3.9 SPHERE OF INFLUENCE AMENDMENT/CORPORATION YARD STUDY AREA

A single Special Study Area has been identified by the City that may be considered for annexation at some point in the future. The annexation of any of this Study Area would require the review of additional fiscal and service delivery implications on existing City service providers and ratepayers. A separate CEQA environmental review is currently being conducted for a proposed sphere of influence amendment (SOIA) to place the Special Study Area within the City's sphere of influence. Should the sphere of influence amendment be approved by Sacramento LAFCo, the City would pursue future actions to apply pre-zoning and land use designations to the land. This would occur in conjunction with a General Plan Amendment. Sacramento LAFCo policies discourage concurrent SOI Amendment and Annexation. The City would work with LAFCo to amend the SOI and annex the area in close sequence. LAFCo would be the lead agency for environmental review relating to a SOI Amendment.

The City of Folsom and Easton Development Company (a subsidiary of the landowner, Aerojet Rocketdyne, Inc.) have submitted a joint application to LAFCo to amend the City's SOI and annex an approximate 58-acre property into the city for future use as a City corporation yard. The project includes a sphere of influence amendment (SOIA), General Plan amendment, pre-zone, and annexation.

The proposed corporation yard site is located south of the existing city limits and SOI boundary at the southwest corner of Prairie City Road and White Rock Road, just west of Scott Road. The proposed site is within the 2035 General Plan Planning Area shown on Figure 3-3. As drafted, the 2035 General Plan assigns no land use designations to the corporation yard site. Other than two policies regarding a revision to the City's SOI to accommodate the proposed corporation yard and direct the relocation of the existing corporation yard at the west end of Leidesdorff Street, no 2035 General Plan policies specifically address uses, facilities, or activities at the proposed corporation yard site.

Although no specific design has been prepared for the proposed corporation yard, initial programming of the site has been initiated. Based on this programming, the 58-acre site could accommodate approximately 36 acres for the future corporation yard, 16 acres for South East Connector right-of-way, and 5 acres to realign Scott Road. In addition, a 0.8-acre easement could be included in the project but not in the SOIA/annexation area to provide access to Prairie City SVRA

once the SouthEast Connector removes the current access. Additionally, the City anticipates that it would realign Scott Road to connect to Prairie City Road to permit the abandonment of Scott Road from north of the realignment to White Rock Road.

City departments that could be served by the proposed corporation yard could include: Parks and Recreation, Public Works, and Environmental and Water Resources. City services accommodated at the corporation yard could include utility maintenance support, fleet management, solid waste collection and transfer, and administration.

As lead agency, LAFCo is initiating preparation of an Environmental Impact Report. As of the date of this 2035 General Plan Draft EIR, LAFCo has released a Notice of Preparation of the EIR and is preparing a Draft EIR. Under LAFCo's current schedule, it is proposing to consider the City's request to amend the SOI and annex the new corporation yard site in late summer 2018.

3.10 APPROVALS

Approvals for the 2035 General Plan project include certification of this Draft PEIR and approval of the 2035 General Plan. Implementation of the proposed General Plan would require subsequent planning actions by the City, and project-level entitlements, approvals, and permits from the City and other agencies for subsequent projects that are consistent with the 2035 General Plan.

3.11 INTENDED USES OF THE 2035 GENERAL PLAN DRAFT PEIR

As indicated at the beginning of this chapter, this programmatic Draft PEIR is intended to review potential environmental impacts associated with the adoption and implementation of the 2035 General Plan, and to determine any necessary mitigation measures. Subsequent projects will be reviewed by the City for consistency with the 2035 General Plan and this EIR, and adequate project-level environmental review will be conducted as required by CEQA. Projects successive to this Draft PEIR could include, but are not limited to the following:

- Approval and funding of major projects and capital improvements.
- Issuance of permits and other approvals necessary for implementation of the 2035 General Plan.
- Future Specific Plan, Planned Unit Development, and Community Plan approvals.
- Property rezoning consistent with the 2035 General Plan.
- Development Plan approvals, such as tentative maps, variances, conditional use permits, planned development permits, and other land use permits.
- Permit issuances and other entitlements necessary for public and private development projects.
- Development Agreement and community benefit agreement processing and approvals.

In addition to the lead agency, CEQA Guidelines Section 15124 states that an EIR should contain a statement briefly describing the intended uses of the EIR and, to the extent that it is known to the lead agency, a list of agencies expected to use the EIR in their decision making, permits or other approvals implementing the project, and related environmental review and consultation required by law or regulation.

A wide variety of federal, state, regional, and local agencies may use this EIR in their planning process, issuance of their permits, or exercise of their regulatory authority over resources or jurisdictional actions within the City of Folsom. Agencies may use the EIR as a program EIR for subsequent parts of their program actions subject to CEQA, tiering their project CEQA studies to the EIR, or utilizing the EIR in whole or part to apply to a required CEQA study in conjunction with specific agencies' project approval actions.

A number of other jurisdictional and permit-granting agencies have control over specific environmental concerns in the planning area. The following is a listing of agencies that may utilize this EIR. Because it is not practical or possible for the City to know or ascertain all of the possible specific uses for which other agencies may subsequently utilize this EIR, the listing attempts to provide a brief summary disclosure of the applicable types of actions or authorities for which the cited agency may use this EIR as follows:

- Sacramento Metropolitan Air Quality Management District (SMAQMD) (monitors air quality and has permit authority over certain types of facilities)
- Sacramento County (has jurisdiction over the unincorporated areas within the planning area)
- California Department of Conservation, Division of Mines and Geology (expertise in evaluating geologic and seismic hazards, as well as mineral resource issues)
- California Department of Fish and Game (streambed alteration agreement pursuant to Section 1600 of the California Fish and Game Code)
- California Department of Transportation (encroachment permits)
- California Department of Housing and Community Development (reviews the adequacy of housing elements and funding for affordable housing programs)
- California Public Utilities Commission (certificate of public convenience and necessity)
- Central Valley Regional Water Quality Control Board (water quality certification pursuant to Section 401 of the Clean Water Act, National Pollutant Discharge Elimination System permit)
- Sacramento County Local Agency Formation Commission (annexations or other service boundary changes)
- Sacramento Area Council of Governments (transportation planning and financing)
- Native American Heritage Commission (mandated to preserve and protect places of special religious or cultural significance pursuant to Section 5097 et seq. of the Public Resources Code)

In addition to these agencies, the following federal agencies may use environmental information in this EIR for permitting decisions, in addition to other federal agencies:

- U.S. Army Corps of Engineers (Section 404 of the Clean Water Act permit), and
- U.S. Fish and Wildlife Service (Section 7 consultation or Section 10a Habitat Conservation Plan/Section 9 incidental take permit pursuant to the federal Endangered Species Act).

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