



## NOTICE OF PREPARATION OF A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

**DATE:** July 24, 2023

**TO:** Responsible and Trustee Agencies, Organizations, and Interested Parties

**LEAD AGENCY:** City of Folsom  
Contact: Stephanie Henry, Senior Planner  
50 Natoma Street

**SUBJECT:** Subsequent Environmental Impact Report for the City of Folsom 2035 General Plan Amendments for Increased Residential Densities

In discharging its duties under Section 15021 of the California Environmental Quality Act (CEQA) Guidelines, the City of Folsom (as lead agency, hereinafter "City" or "Folsom") intends to prepare a subsequent environmental impact report (SEIR), consistent with Section 15162 of the State CEQA Guidelines (Title 14 of the California Code of Regulations, hereinafter the "CEQA Guidelines"), for the **City of Folsom 2035 General Plan Amendments for Increased Residential Densities** (the "project," described later in this document). In accordance with Section 15082 of the CEQA Guidelines, the City has prepared this notice of preparation (NOP) to provide the Office of Planning and Research, responsible and trustee agencies, and other interested parties with sufficient information describing the project and its potential environmental effects.

The City made the determination to prepare an SEIR following preliminary review of the project. Pursuant to CEQA Guidelines Section 15063(a), because an EIR is needed, an initial study has not been prepared. Probable environmental effects of the project are described in the attached project summary.

As specified by the CEQA Guidelines, the NOP will be circulated for a 30-day review period. **The comment period will be from July 24, 2023 to August 23, 2023.** The City welcomes public input during the review period. If the City has not received either a response or a well-justified request for additional time by a responsible agency by the end of the review period, the City may presume that the responsible agency has no response (CEQA Guidelines Section 15082[b][2]).

CEQA provides for a Lead Agency to facilitate one or more Scoping Meetings, which provide opportunity for determining the scope and content of the EIR. The scoping meeting for the project will be held on **Thursday August 17, 2023 at 6:00 p.m.** The meeting will be held virtually at the following Zoom link:

<https://us06web.zoom.us/j/88553569127?pwd=eE5pRnNsaEp6VWJQRjdvenJjWnc4Zz09>. If you choose to phone in for audio only, please dial 1-669-900-6833 and enter Webinar ID: 885 5356 9127 and Passcode: 182263.

Comments may also be submitted in writing during the review period and addressed to:

City of Folsom  
Community Development Department  
c/o Stephanie Henry  
50 Natoma Street  
Folsom, CA 95630  
shenry@folsom.ca.us

Project website: [www.folsom.ca.us/housingstudy](http://www.folsom.ca.us/housingstudy)

## PROJECT LOCATION AND SETTING

The City encompasses 17,301 acres located in northern Sacramento County bordered by Folsom Lake to the north, unincorporated Sacramento County to the south, unincorporated community of El Dorado Hills in El Dorado County to the east, and unincorporated communities of Orangevale, Fair Oaks, and Gold River in Sacramento County to the west. Land uses are regulated under the City General Plan, which was comprehensively updated in 2018 and amended in 2021 with an update to the Housing Element. The environmental impacts associated with the implementation of the General Plan was addressed in the City of Folsom General Plan 2035 EIR (State Clearinghouse No. 2017082054).

The Project Planning Area (Figure 1) 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 and is a connection to the City's economic and social resources. 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 3,520 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 City Council in 2011 along with a joint Environmental Impact Report/Environmental Impact Statement that was certified for City adoption of the FPASP (State Clearinghouse No. 2008092051). The FPASP 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. As of the date of this NOP, within the Folsom Plan Area single family residences have been constructed east of E. Bidwell Street as well as some west of E. Bidwell Street south of Mangini Parkway, but the majority of the Folsom Plan Area remains undeveloped.

## 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, 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.

### **Increased Residential Densities - East Bidwell Mixed-Use and Transit Development Overlays**

The Project would include amendments to the 2035 General Plan and Zoning Code 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 Development Overlay (and associated development standards) for the areas surrounding Iron Point and Glenn Stations (Table 1 and Figure 1).

**Table 1 – Proposed Increased Densities**

Target Area	Minimum Density	FAR Minimum	FAR Maximum	Height Limit
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 existing development capacity, the net new capacity in these areas of the City would be approximately 4,000 housing units (Table 2). Growth under the Project is anticipated to occur beyond the remaining 12-year horizon of the 2035 General Plan.

**Table 2 – Net New Capacity for East Bidwell Corridor and Transit Priority Areas**

Area/Subarea	Target FAR	Potential Increased Capacity
<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

FAR = floor area ratio

Source: Ascent Holding Capacity Buildout Assumptions Analysis and Recommendations.

### Amendments to the 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. 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 amendment are shown in Figure 2 and Table 3. Table 3 also shows proposed non-residential capacity. Specific General Plan land use amendments and FPASP amendments would include:

- ▶ Amend the land use and specific plan designations for Site 2 (10.52 acres) 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.
- ▶ 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.

- ▶ Increase the number of dwelling units allocated to nine additional multi-family designated sites in the FPASP, outside the Town Center, from 1,258 dwelling units to 1,410 dwelling units.
- ▶ Deed restrict several parcels to accommodate a target of 890 deed-restricted affordable housing units to meet the City's lower income RHNA.

**Table 3 – 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	MLD	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 total, the Project would create capacity for up to 6,046 additional residential units in the City. Creating this additional residential development capacity in the East Bidwell Mixed-use Corridor, the Glenn and Iron Point transit priority areas, and the Folsom Plan Area satisfies the goals of the 2035 General Plan and Housing Element by creating sufficient capacity to address the City's current RHNA obligations as well as help accommodate future RHNA, focuses growth in targeted areas and away from established residential neighborhoods, and avoids a situation where the City has to rezone land outside of these targeted areas to satisfy the State's no-net loss requirements.

## General Plan Land Use and Zoning Amendments

The Project would establish a new Transit Development (TD) overlay zoning designation that would allow for increased densities and FAR for parcels around the Glenn and Iron Point light rail stations (Figure 1). It would also modify the existing East Bidwell Mixed-Use Overlay to allow for increased densities and FAR. In addition, the Project would establish a new East Bidwell Corridor Overlay zoning designation with new development standards. The Project would amend the General Plan to increase opportunities for multi-family high density development and amend the existing Town Center District (TCD) overlay zoning designation to allow for increased densities and FAR for parcels in the TCD overlay area. The Project would also amend the land use designations south of Highway 50 in the FPASP to allow for increased multi-family development capacity. This would include zoning map changes and revisions to design and development standards.

## REQUIRED APPROVALS

Actions to be taken by the City to adopt the Project include, but are not limited to:

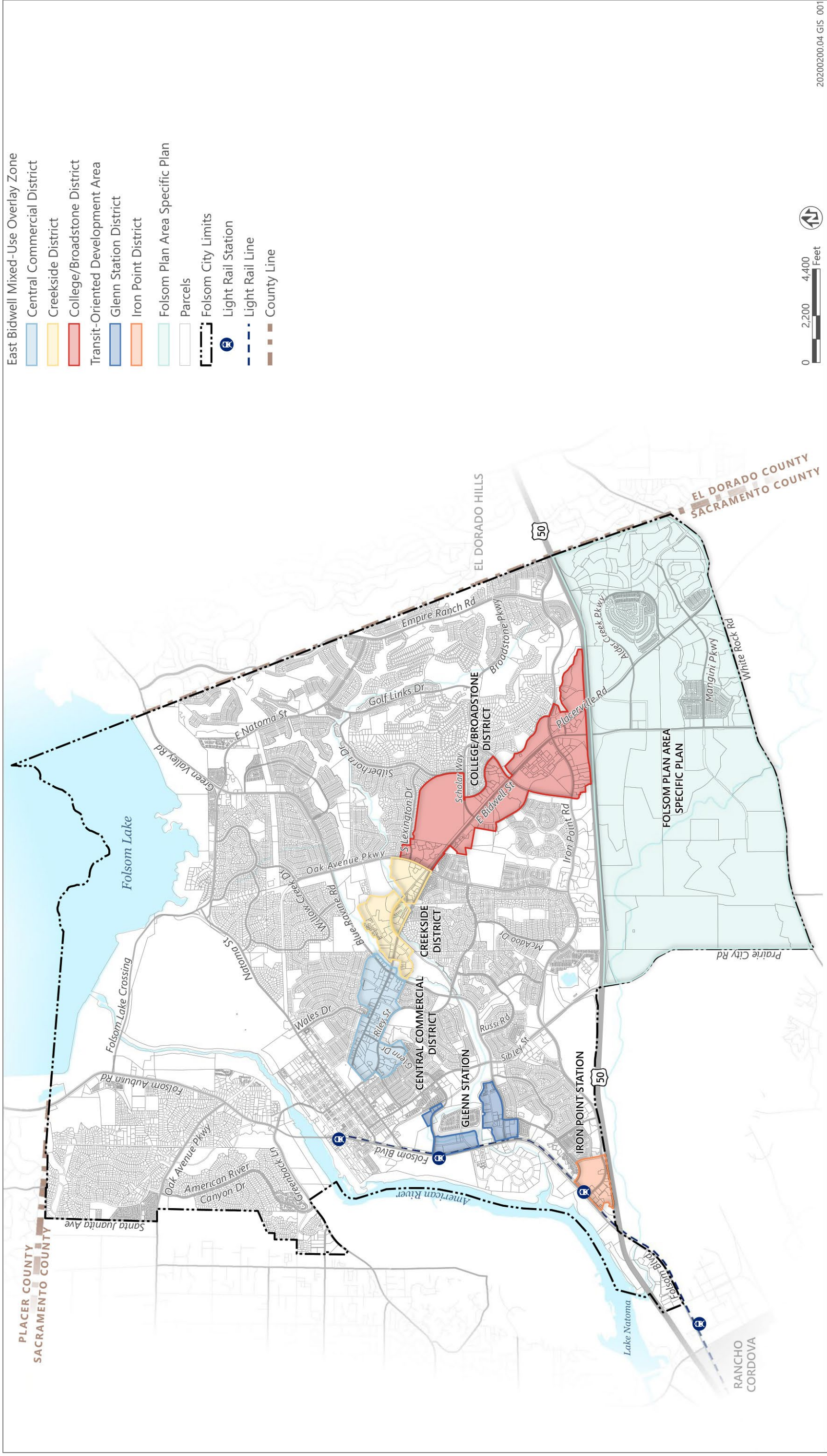
- ▶ Certification of the SEIR prepared for the Project
- ▶ Adoption of General Plan and FPASP land use amendments to accomplish the following:
  - Increase minimum density and maximum FAR standards for the East Bidwell Corridor Mixed-Use Overlay
  - Establish a new Transit Development Overlay designation
  - Increase opportunities for multi-family high density development
  - Increase the residential development capacity of sites in the Folsom Plan Area, especially within the Town Center District Overlay
  - Increase the number of sites in the Folsom Plan Area for multi-family high density housing
- ▶ Adoption of new Zoning Code provisions to accomplish the following:
  - Establish a new East Bidwell Corridor Mixed-Use Overlay designation in the Zoning Code and associated development standards
  - Establish a new Transit Development Overlay designation and associated development standards
  - Increase maximum density and FAR standards for the Folsom Plan Area Town Center Overlay

## PROBABLE ENVIRONMENTAL EFFECTS

The analysis for the SEIR will use the EIS/EIR prepared for the FPASP as well as the 2035 General Plan EIR to determine if the Project would result in any new or significant environmental effects or a substantial increase in the severity of previously identified significant effects. The SEIR will evaluate whether implementing the proposed Project would potentially result in one or more significant environmental effects. The following issue areas will be addressed in the SEIR:

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

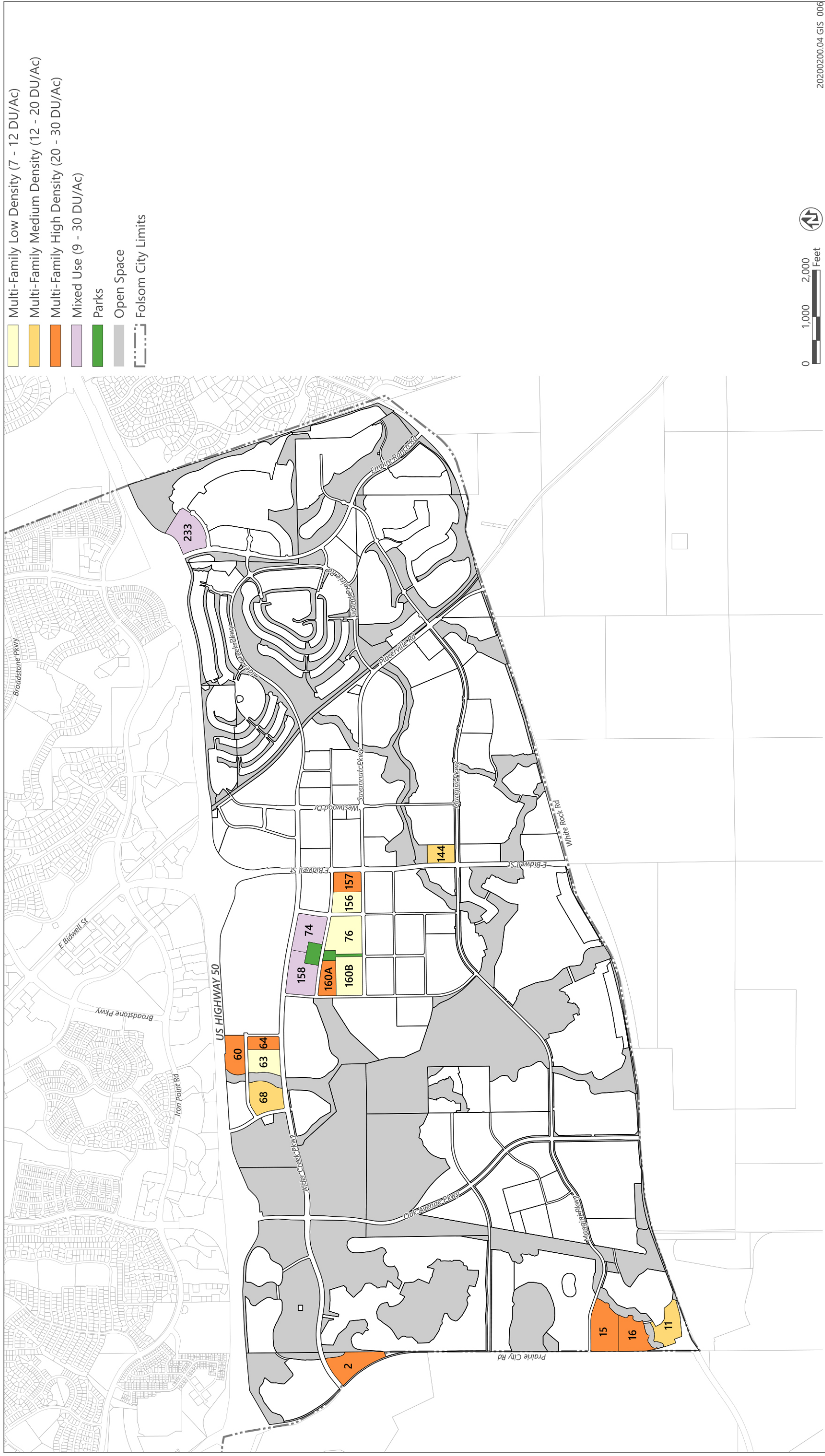
The City anticipates that the Project would have less-than-significant or no impacts on the following environmental issue areas: Agriculture and Forestry Resources, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, and Wildfire. These areas will be discussed in the SEIR in an Effects Found Not to Be Significant section.



Source: Ascent Environmental 2023

**Figure 1 Proposed General Plan Amendments**

General Plan Amendments for Increased Residential Densities  
Notice of Preparation



**Figure 2 Proposed Rezone Sites**