

2 PROJECT DESCRIPTION

The proposed City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project) would amend the City of Folsom 2035 General Plan (General Plan), the Folsom Plan Area Specific Plan, and Zoning Code. Amendments would increase the minimum density and maximum floor area ratio (FAR) standards in specific areas of the City and allow additional residential development South of Highway 50 to increase multi-family and mixed-use land available to meet the target housing demand at all income levels for the City's Regional Housing Needs Allocation (RHNA) consistent with policy provisions of the City of Folsom 2021 – 2029 Housing Element Update and state law.

2.1 PROJECT BACKGROUND AND NEED

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 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). 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 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.

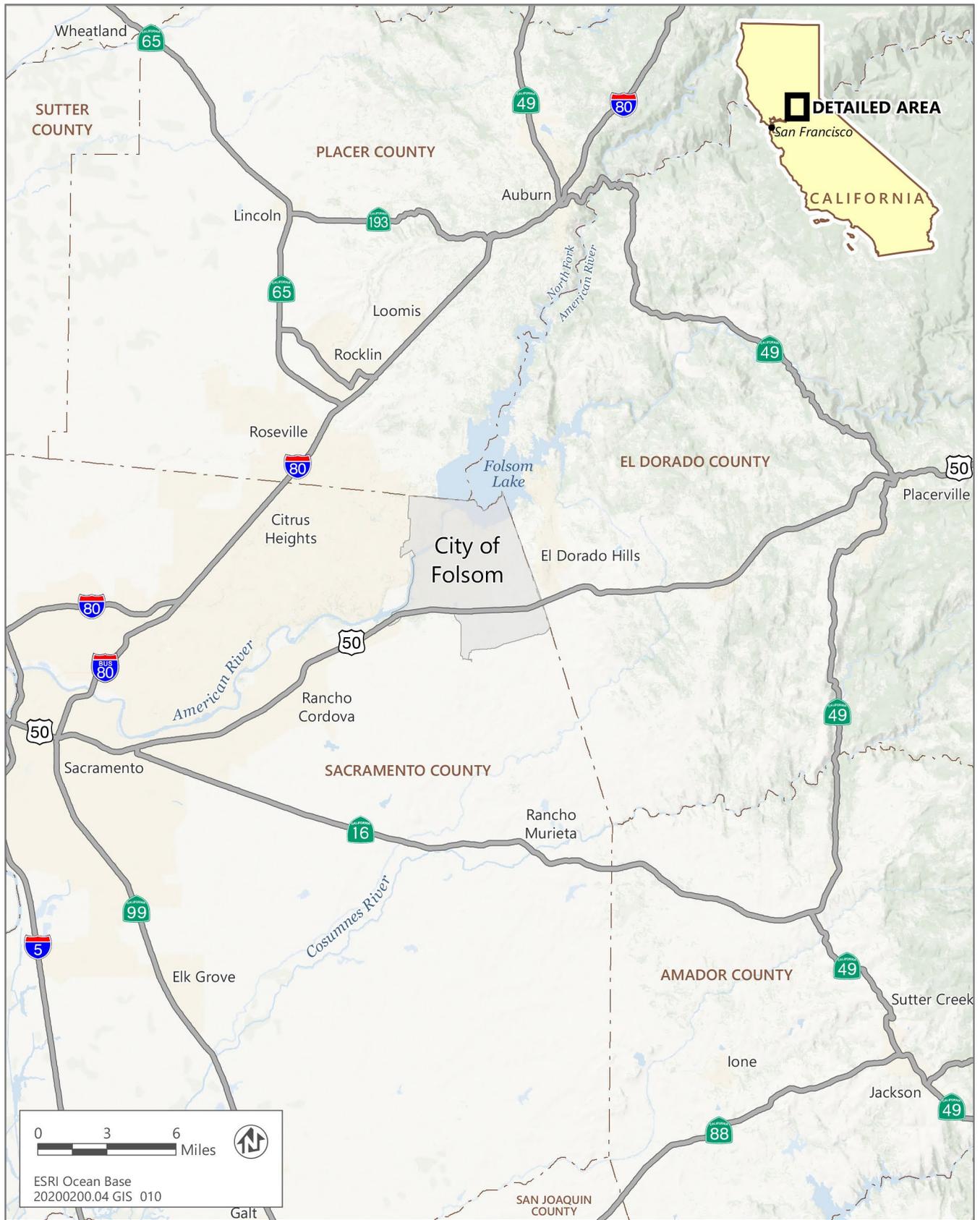
2.2 PROJECT OBJECTIVES

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.

2.3 PROJECT LOCATION

The City limits encompass 17,301 acres located in northern Sacramento County. The City is bordered by Folsom Lake to the north, unincorporated Sacramento County to the south, the unincorporated community of El Dorado Hills in El Dorado County to the east, and the unincorporated communities of Orangevale, Fair Oaks, and Gold River in Sacramento County to the west (Figure 2-1).



Source: Adapted by Ascent in 2023.

Figure 2-1 Regional Location

The project planning area (Figure 2-2) 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 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 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. As of the date of this Draft SEIR, 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 about half of the Folsom Plan Area remains undeveloped.

2.4 PROJECT CHARACTERISTICS

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 and FPASP as described below.

2.4.1 Increased Residential Densities - East Bidwell Mixed-Use and Transit-Oriented Development Overlays

The Project would include amendments to the General Plan and Zoning Code to increase the minimum density and maximum floor area ratio (FAR) standards for the East Bidwell Mixed-Use Overlay zone and, separately, establish a new Transit-Oriented Development Overlay (and associated development standards) for the areas surrounding Iron Point and Glenn Stations (Table 2-1 and Figure 2-2).

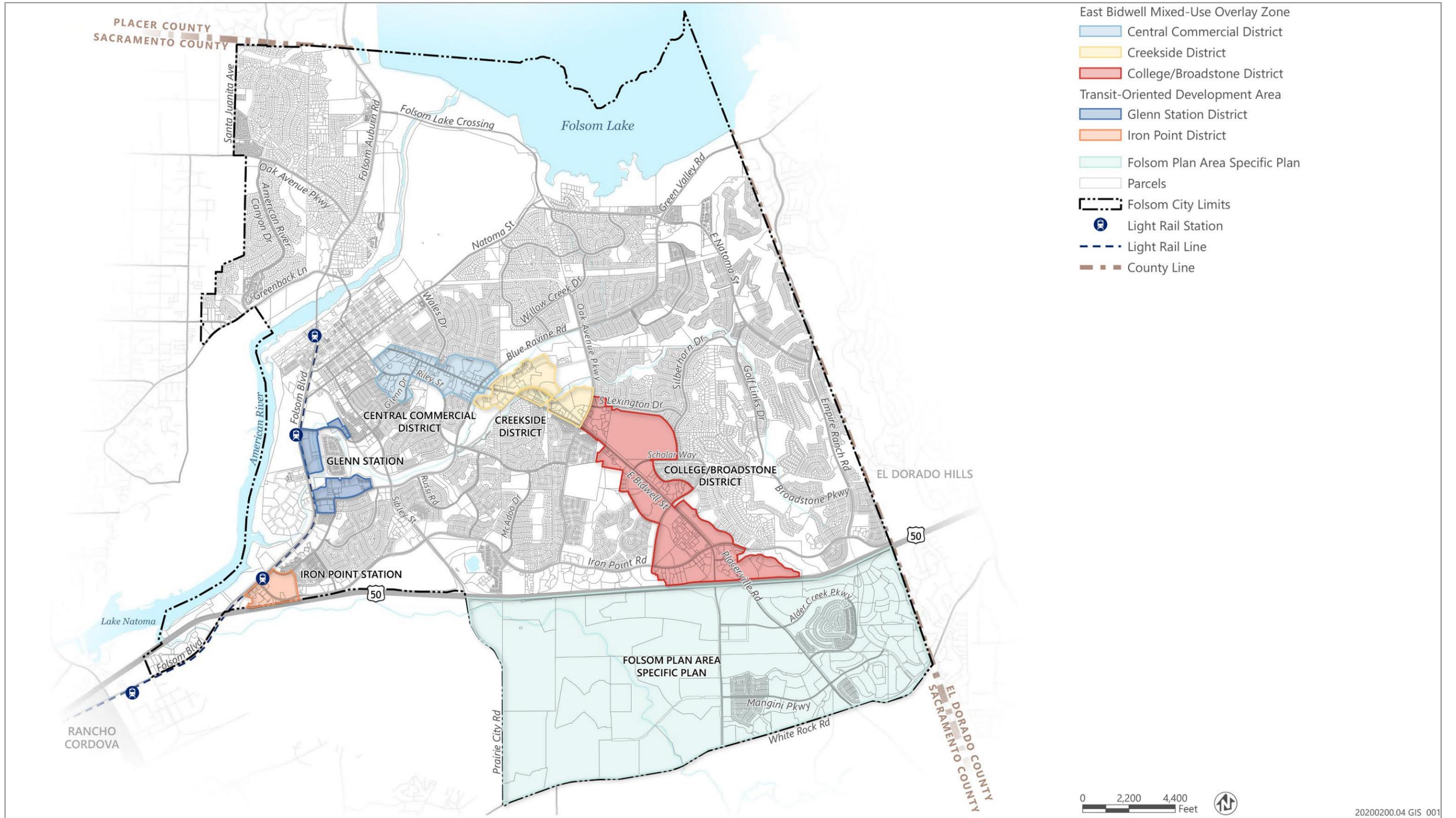
Table 2-1 Proposed Increased Capacity

Target Area	Existing Density	Existing FAR	Project Minimum Density	Project FAR Minimum	Project FAR Maximum	Height Limit
East Bidwell Mixed Use Overlay Area	20-30 du/ac	0.5-1.5	30 du/ac	0.2	1.5	50 ft. (35 ft. near single family residential and 60 ft. for corner elements only)
Transit Oriented Development Overlay Area (I.e., Iron Point and Glenn Stations)	NA	NA	30 du/ac	1.0	2.0	60 ft. (70 ft. for corner elements only)

FAR = floor area ratio; du/ac = dwelling units per acre; ft. = feet; NA = not applicable.
Source: Ascent Holding Capacity Buildout Assumptions Analysis and Recommendations

The 2035 General Plan previously assumed 962 units of growth within the East Bidwell 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 4,164 housing units over the current General Plan (Table 2-2). Growth under the project is anticipated to occur beyond the remaining 12-year horizon of the General Plan.

This page intentionally left blank.



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

Figure 2-2 Planning Area

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

Area/Subarea	Target FAR	Potential Increased Capacity
Transit Priority Areas		
Iron Point Station	2.0	748
Glenn Station	2.0	1,034
East Bidwell Corridor		
Central Commercial District	1.5	1,867
Creekside District	1.0-1.5	446
College/Broadstone District	1.5	1,031
Subtotal		5,126
Previously Assumed Capacity in these areas (per General Plan EIR)		(962)
Net New Capacity		4,164

FAR = floor area ratio

Source: Ascent Holding Capacity Buildout Assumptions Analysis and Recommendations.

2.4.2 Amendments to the Folsom Plan Area Specific Plan

The project would also result in the potential for an additional 1,882 residential units to what is currently allowed in the FPSAP 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. The specific parcels that would require an amendment to the FPASP and associated amendment to the General Plan are shown in Figure 2-3 and Table 2-3. Table 2-3 also shows proposed non-residential capacity. 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.
- ▶ 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 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.

Table 2-3 Proposed FPASP Land Use Amendments and Changes in Capacity

Parcel ID	Existing Land Use Allocation		Proposed Land Use Allocation			
	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
Residential Capacity						
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	78	8	7.84
64	MHD	108	MHD	147	39	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	60	3	6.33
157	MHD	145	MHD	165	20	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
				Total	1,882	
Non-Residential Capacity						
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
				Total	(251,266)	

() = 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; CC = Community Commercial; MU = Mixed Use; GC = General Commercial

*See Figure 2-3 for parcel ID locations.

In total, the Project would create 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 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 would have to rezone land outside of these targeted areas to satisfy the State's no-net-loss requirements.

2.4.3 General Plan Land Use and Zoning Amendments

The project would establish a new Transit-Oriented Development (TOD) overlay zoning designation that would allow for increased densities and FAR for parcels around the Glenn and Iron Point light rail stations (Figure 2-2). 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 south of Highway 50 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 certain 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.

The project would also 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. The proposed roundabout policies include:

M 4.1.1 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 4.1.1 Traffic Calming

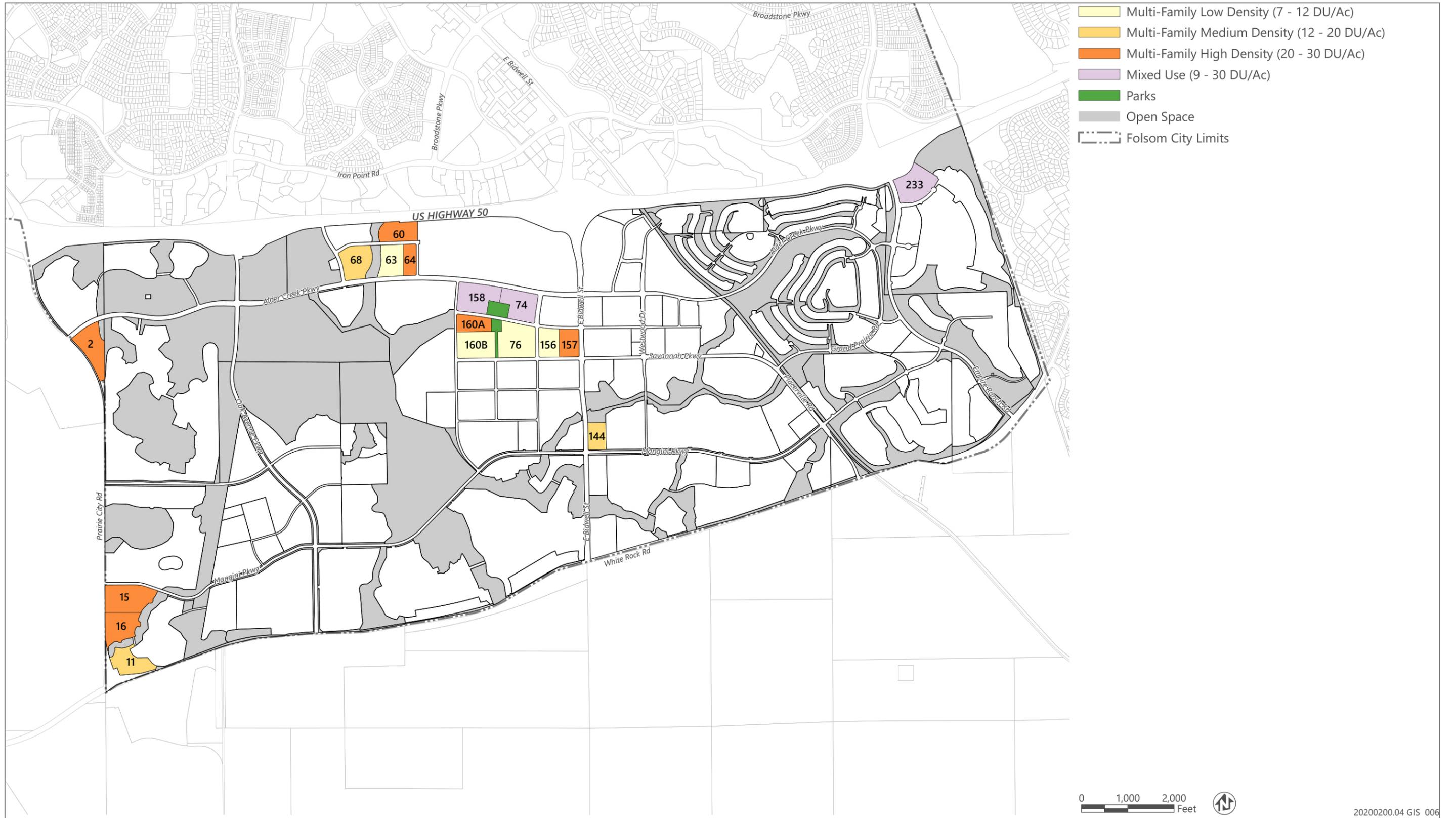
Continue to evaluate the need for and effectiveness of traffic calming measures, including roundabouts and lane narrowing, in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. When considering intersection traffic control treatments, the prioritization of roundabouts per M 4.1.10 shall govern.

2.5 POTENTIAL PERMITS AND APPROVALS REQUIRED

The following 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 development standards.
 - Establish a new Transit-Oriented Development Overlay designation and associated development standards.



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

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