

Appendix A

Comment Letters

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

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

Letter A1



May 24, 2024

File No.: 260.14970.14970.SCH2023070470

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

Dear Ms. Henry:

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

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

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

Sincerely,

B. J. MAYNARD, Lieutenant
Commander
East Sacramento Area

A1-1



Letter
A2

California Department of Transportation



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

May 28, 2024

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

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

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

Dear Ms. Desmond:

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

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

A2-1

Freeway Operations / Forecasting & Modeling

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

A2-2

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

Complete Streets

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

A2-3

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

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

Right of Way

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

A2-4

Encroachment Permit

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

A2-5

Desmond Parrington, AICP
May 28, 2024
Page 3

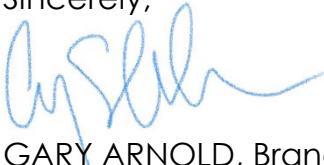
Hikmat Bsaibess
California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901

A2-5
cont.

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

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

Sincerely,



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

June 4, 2024

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

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

File No: SCH# 2023070470

Dear Ms. Henry,

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

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

A3-1

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

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

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

A3-2

Board of Directors

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

Christoph Dobson
General Manager/District Engineer

Rosemary Clark
Director of Collection System Operations

Glenn Bielefelt
Director of EchoWater Operations

Mike Huot
Director of Policy & Planning

Matthew Doyle
Director of Internal Services

Masiku Tapa Banda
Director of Finance

Nicole Coleman
Director of Communications

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

A3-3

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

A3-4

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

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

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

A3-5

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

A3-6

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

Sincerely,

Robb Armstrong




Robb Armstrong
SacSewer Development Services

Attachments: SacSewer N40 Iron Point Pump Station Flow Data Report

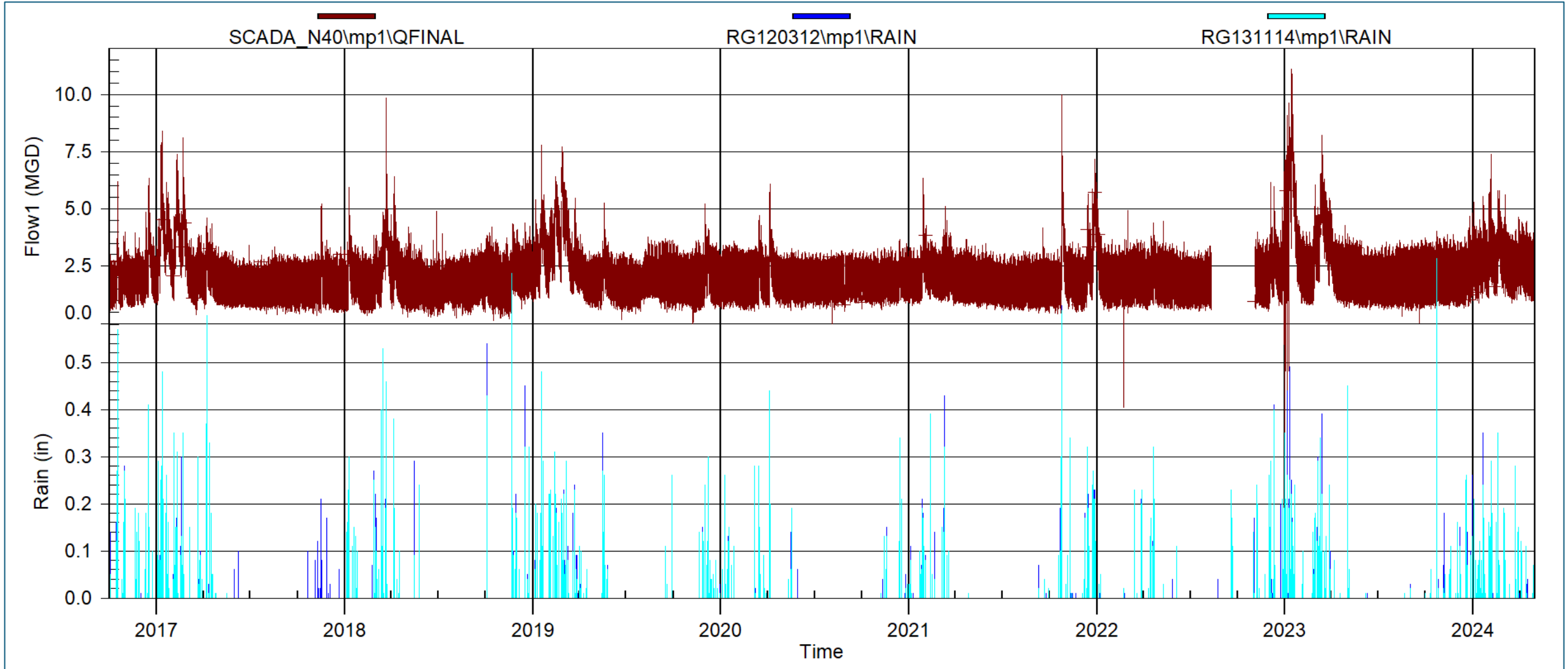
SacSewer N40 Iron Point Pump Station Flow Data



The following graphs use the color keys shown below.

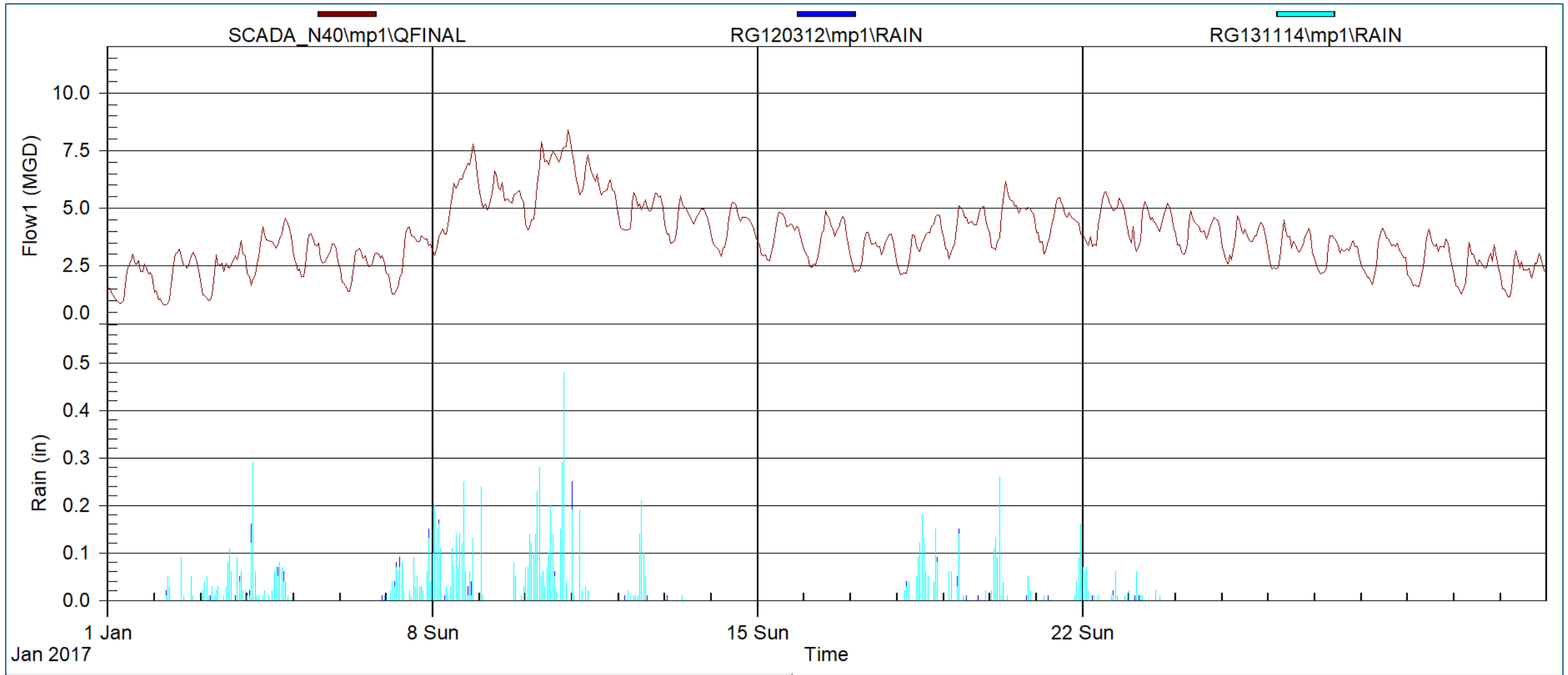
N40 Flow Hydrograph	Rain Gauge Hyetograph
 SCADA_N40\mp1\QFINAL	 RG120312\mp1\RAIN  RG131114\mp1\RAIN

N40 Hourly Flow Data (Years 2016 - 2024)



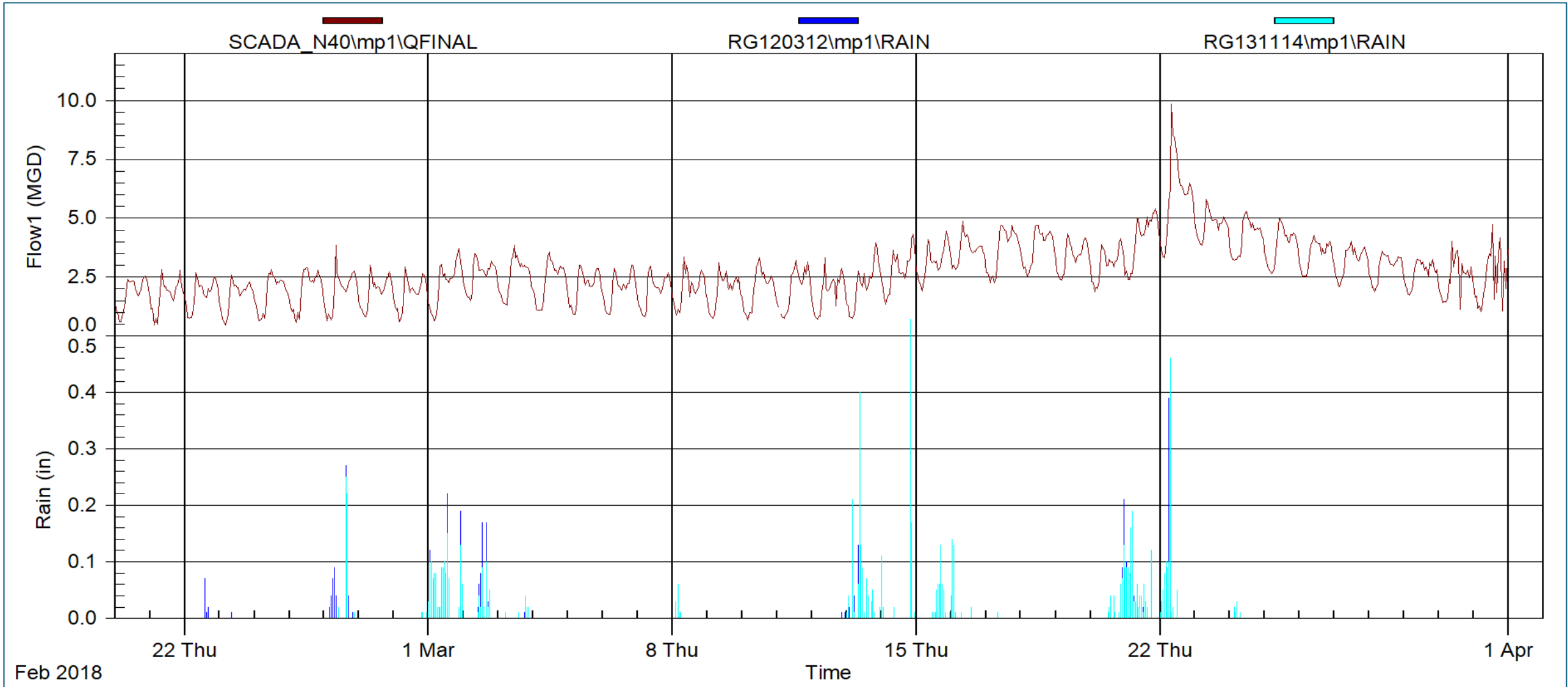
N40 Hourly Flow Data

(January 2017 wet weather flows)



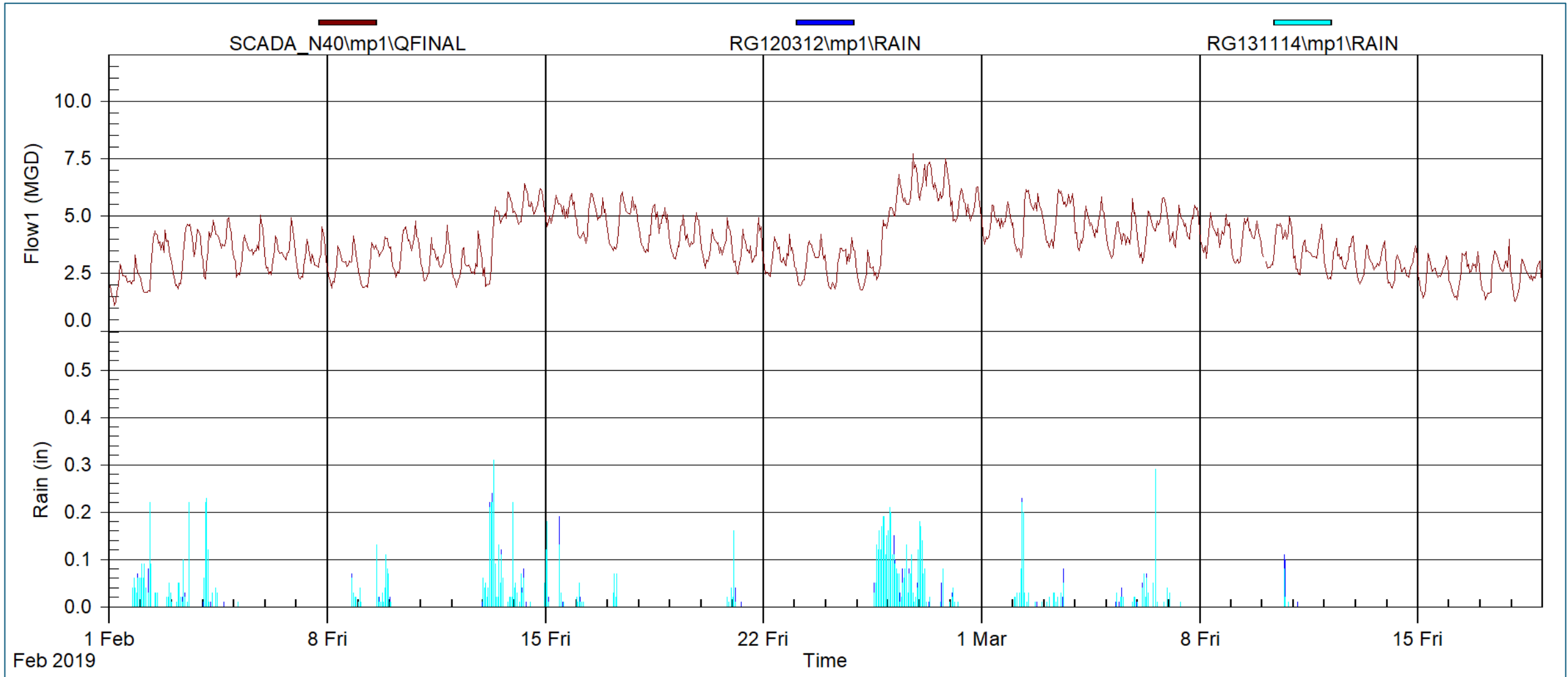
N40 Hourly Flow Data

(March 2018 wet weather flows)



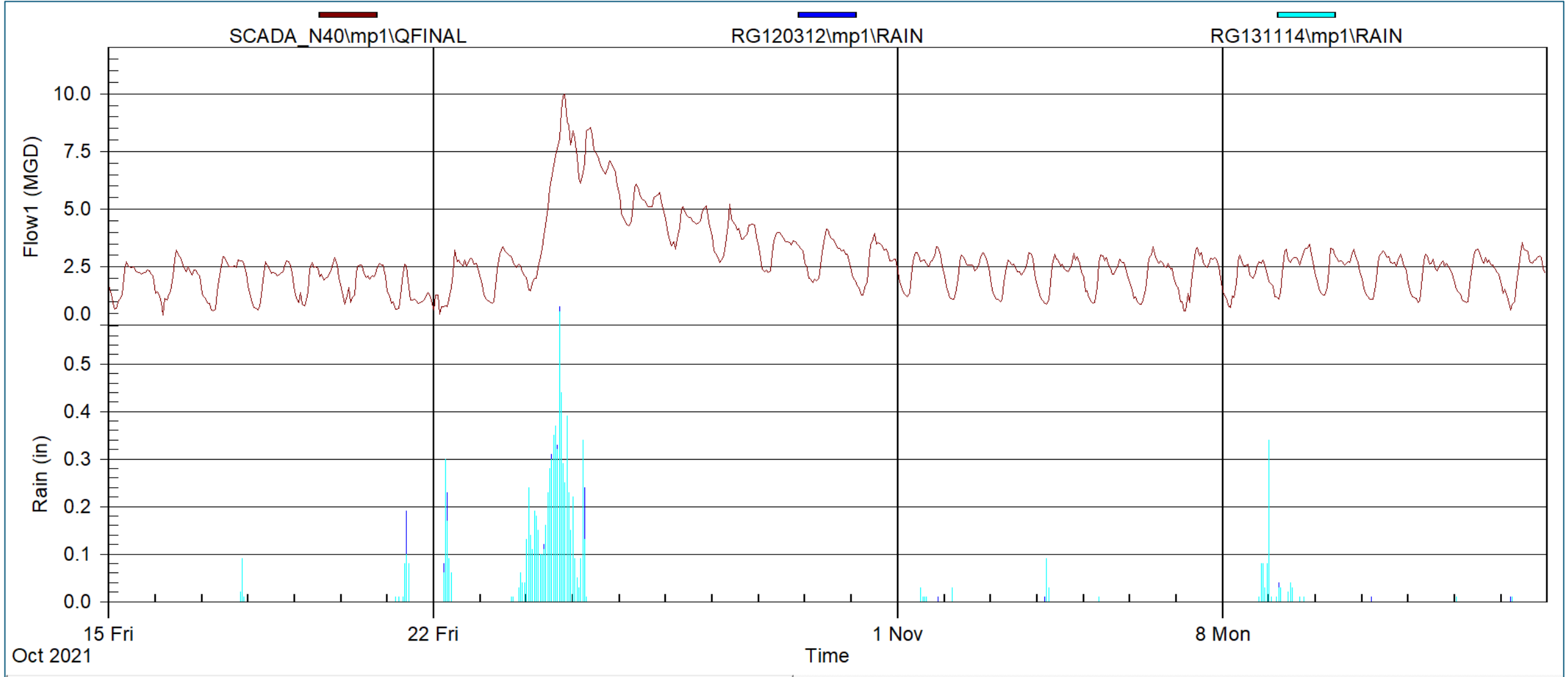
N40 Hourly Flow Data

(February 2019 wet weather flows)



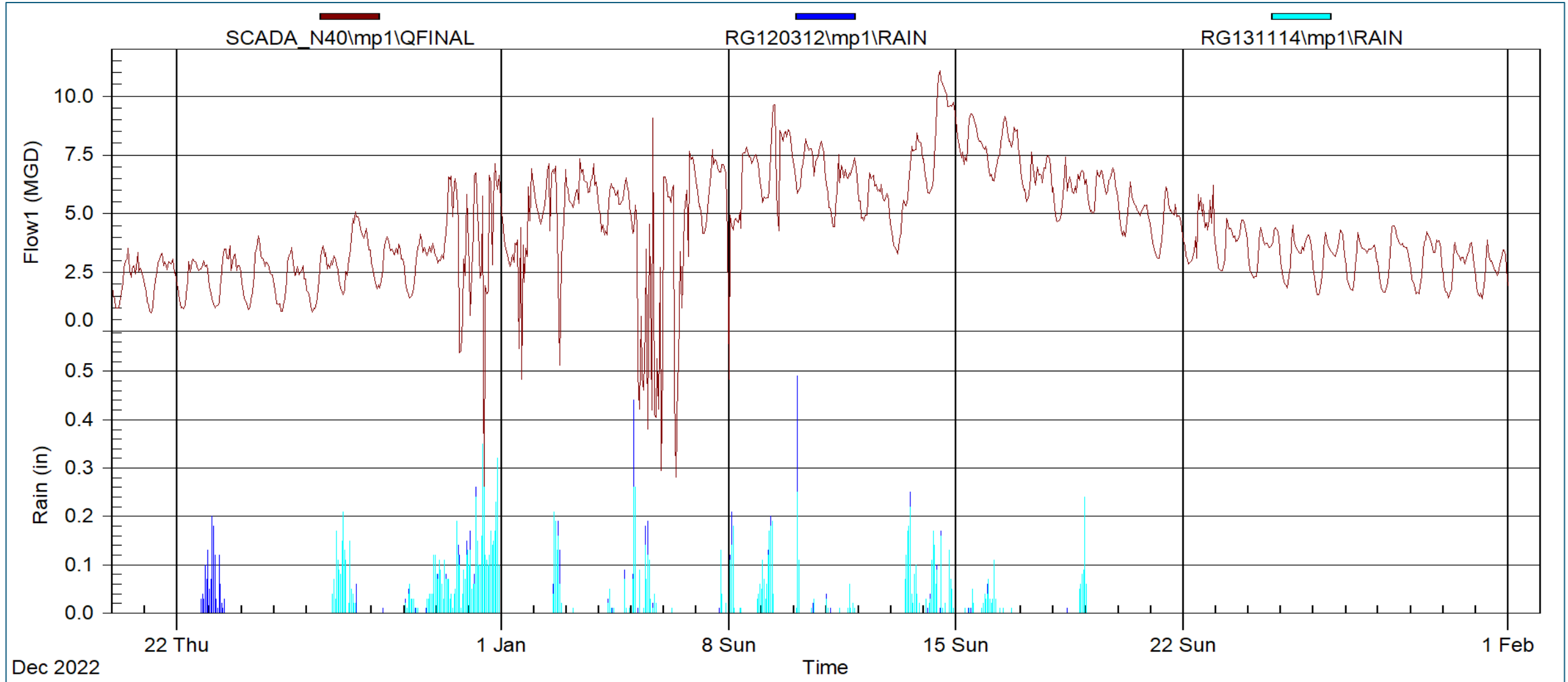
N40 Hourly Flow Data

(October 2021 wet weather flows)



N40 Hourly Flow Data

(January 2023 wet weather flows)



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

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

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

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

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

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

Thank you for listening.

I1-1

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

From: Loretta Hettinger <loretta@shaunv.com>

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

To: Desmond Parrington <dparrington@folsom.ca.us>; Stephanie Henry <shenry@folsom.ca.us>

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

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

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

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

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

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

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

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

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

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

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

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

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

13-1

PLACER COUNTY
SACRAMENTO COUNTY

