

PLANNING COMMISSION AGENDA
July 21, 2021
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom Planning Commission and staff may participate in this meeting via teleconference.

Due to the coronavirus (COVID-19) public health emergency, the City of Folsom is allowing remote public input during Commission meetings. Members of the public are encouraged to participate by e-mailing comments to kmullett@folsom.ca.us. E-mailed comments must be received no later than thirty minutes before the meeting and will be read aloud at the meeting during the agenda item. Please make your comments brief. Written comments submitted and read into the public record must adhere to the principles of the three-minute speaking time permitted for in-person public comment at Commission meetings. Members of the public wishing to participate in this meeting via teleconference may email kmullett@folsom.ca.us no later than thirty minutes before the meeting to obtain call-in information. Each meeting may have different call-in information. Verbal comments via teleconference must adhere to the principles of the three-minute speaking time permitted for in-person public comment at Planning Commission meetings.

Members of the public may continue to participate in the meeting in person at Folsom City Hall, 50 Natoma Street, Folsom CA while maintaining appropriate social distancing.

CALL TO ORDER PLANNING COMMISSION: Barbara Leary, Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Bill Miklos, Ralph Peña, Chair Justin Raithel

Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California and at the table to the left as you enter the Council Chambers. The meeting is available to view via webcast on the City's website the day after the meeting.

PLEDGE OF ALLEGIANCE

CITIZEN COMMUNICATION: The Planning Commission welcomes and encourages participation in City Planning Commission meetings, and will allow up to five minutes for expression on a non-agenda item. Matters under the jurisdiction of the Commission, and not on the posted agenda, may be addressed by the general public; however, California law prohibits the Commission from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Commission.

MINUTES

The minutes of June 16, 2021 will be presented for approval.

PUBLIC HEARING

1. PN 21-004 Addendum to the Folsom 2035 General Plan Final Environmental Impact Report, City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions (Continued from the June 16, 2021 PC Meeting)

A Public Hearing will be held by the Planning Commission to consider and make recommendations to the City Council to amend the City of Folsom General Plan to update the Housing Element, as well as related updates to the Safety and Noise Element, Land Use Element and Implementation Element. In addition, the Planning Commission will consider and make recommendations to the City Council to adopt an amendment to the Empire Ranch Specific Plan to allow multifamily residential development as a permitted use in the Regional Commercial Center land use designation. An Environmental Checklist and Addendum to the Folsom 2035 General Plan EIR has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Senior Planner, Stephanie Henry)**

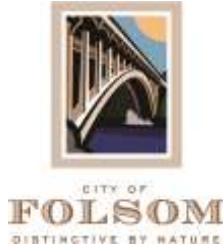
PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **August 4, 2021**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6231 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6231, (916) 355-7274 (fax) or kmullett@folsom.ca.us. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

The appeal period for Planning Commission Action: Any appeal of a Planning Commission action must be filed, in writing with the City Clerk's Office no later than ten (10) days from the date of the action pursuant to Resolution No. 8081. Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing



PLANNING COMMISSION MINUTES
June 16, 2021
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION: Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Bill Miklos, Ralph Peña, Barbara Leary, Chair Justin Raithel

ABSENT: Peña

CITIZEN COMMUNICATION: None

MINUTES: The further amended minutes of May 19, 2021 and the minutes from June 2, 2021 were approved.

PUBLIC HEARING

1. PN 21-004 City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions (Recommending Continuation to the July 21, 2021 PC Meeting)

A Public Hearing will be held by the Planning Commission to consider and make recommendations to the City Council to amend the City of Folsom General Plan to update the Housing Element, as well as related updates to the Noise and Safety Element, Land Use Element and Implementation section. In addition, the PC will consider an amendment to the Empire Ranch Specific Plan (SP) and make recommendations to the City Council to adopt an amendment to the Empire Ranch SP. An Environmental Checklist and Addendum to the Folsom 2035 General Plan EIR has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Senior Planner, Stephanie Henry)**

COMMISSIONER RAITHEL MOVED TO CONTINUE ITEM NO. 1 TO THE JULY 21, 2021 PLANNING COMMISSION MEETING.

COMMISSIONER REYNOLDS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: WEST, DUEWEL, MIKLOS, LEARY, REYNOLDS, RAITHEL

NOES: NONE

ABSTAINED: NONE

ABSENT: PEÑA

2. PN 21-043, Folsom Plan Area Parcel 61 & 77; Addendum to the Folsom Plan Area Specific Plan EIR/EIS, Vesting Tentative Parcel Map, Planned Development Permit-Development Standard Deviation-Commercial Parcel Size and Design Guidelines

A Public Hearing to consider approval of an Addendum to the existing Folsom Area Specific Plan EIR/EIS, a Vesting Tentative Parcel Map (VTPM) to subdivide 123.63-acres into four parcels and a remainder lot, a Planned Development Permit to reduce the minimum commercial parcel size to 0.25 acres to approve the Parcel 61 & 77 Commercial Design Guidelines. As part of the entitlements the Applicant proposes to mass grade the site and install backbone roadways and install utilities to prepare the parcels for individual site-specific development applications. The Project site (APN: 072-3190-030) is west of East Bidwell Street, south of Highway 50, with access via Alder Creek Parkway in the Folsom Plan Area Specific Plan. **(Project Planner: Kathy Pease, Contract Planner/Applicant: TK Consulting)**

COMMISSIONER DUEWEL MOVED TO:

- REVIEW AND CONSIDER THE ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR THE FOLSOM PLAN AREA SPECIFIC PLAN (FPASP) AND THE PARCEL 61 & 77 PROJECT ADDENDUM AND APPROVE THE ADDENDUM TO THE EIR/EIS FOR THE FPASP FOR THE PROPOSED PROJECT
- APPROVE THE PARCELS 61 & 77 VESTING TENTATIVE PARCEL MAP CREATING FOUR PARCELS, AND ONE REMAINDER PARCEL AS SHOWN ON ATTACHMENT 6, VESTING TENTATIVE PARCEL MAP
- APPROVE THE PLANNED DEVELOPMENT PERMIT TO ALLOW REDUCTION IN THE MINIMUM LOT SIZE DEVELOPMENT STANDARDS FOR THE REGIONAL COMMERCIAL AND GENERAL COMMERCIAL PARCELS TO ~~0.25~~ **0**-ACRES WITHIN THE PROJECT AREA
- APPROVE THE PARCEL 61 & 77 COMMERCIAL DESIGN GUIDELINES

THESE APPROVALS ARE SUBJECT TO THE PROPOSED FINDINGS (FINDINGS A-X) AND THE RECOMMENDED CONDITIONS OF APPROVAL (CONDITIONS 1-42) WITH MODIFICATIONS TO CONDITIONS:

"1. The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:

1. Vesting Tentative Parcel Map, dated May 25, 2021.
2. Preliminary Grading and Drainage Plan, dated May 19, 2021.
3. Access and Circulation Analysis, dated June 4, 2021.
4. Folsom Ranch **Parcel 61 & 77** Commercial Design Guidelines, dated May 28, 2021.
5. Addendum to the Folsom Area Specific Plan for Parcels 61 & 77, dated May 28, 2021.

The Vesting Tentative Parcel Map, Planned Development Permit-Development Standard Deviations (parcel size reduction to **0-acre minimum**) and Commercial Design Guidelines, are approved for Parcels 61 and 77. Implementation of the Project shall be consistent with the above referenced items and these conditions of approval. Grading **and installation of backbone improvements** on Parcels 1 through 4 shall be allowed with approval of this project. Any subsequent development (improvements and buildings) is required to obtain approval of a Planned Development Permit Modification or **Design Review Approval**."

COMMISSIONER REYNOLDS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: WEST, DUEWEL, MIKLOS, LEARY, REYNOLDS, RAITHEL

NOES: NONE

ABSTAINED: NONE

ABSENT: PEÑA

PLANNING COMMISSION / PLANNING MANAGER REPORT

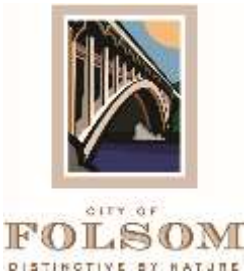
The next regularly scheduled Planning Commission meeting will be held July 21, 2021.

RESPECTFULLY SUBMITTED,

Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

Justin Raithel, CHAIR



Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions

File #: PN 21-004

Requests:

1. Addendum to Final EIR for the Folsom 2035 General Plan
2. General Plan Amendments to update the Housing Element, Land Use Element (including revisions to the Land Use Diagram), Safety and Noise Element, and Implementation Element
3. Empire Ranch Specific Plan Amendment

Location: Housing Element Update and Related Actions: Citywide
Empire Ranch Specific Plan Amendment: Specific Plan-Wide

Staff Contact: Stephanie Henry, Senior Planner, 916-461-6208
shenry@folsom.ca.us

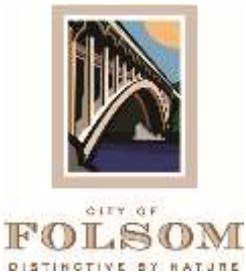
Recommendations: Conduct a public hearing and upon conclusion recommend to the City Council the following actions:

1. Adopt an Addendum to the Folsom 2035 General Plan Final Environmental Impact Report prepared for the City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions (PN 21-004).
2. Approval of General Plan Amendments to update the Housing Element, Land Use Element (including revisions to the Land Use Diagram), Safety and Noise Element, and Implementation Element.
3. Approval of the Empire Ranch Specific Plan Amendment to allow multifamily residential development as a permitted use under the regional commercial land use designation and commercial/central business district zoning.

Project Summary:

General Plan Amendments- Housing Element, Land Use Element, Safety and Noise Element and Implementation Element

The City of Folsom is updating the Folsom 2035 General Plan to incorporate the Housing Element Update for the sixth cycle planning period (May 15, 2021 through May 15,



2029), as well as related updates to the Land Use Element, Safety and Noise Element and the Implementation Element.

The City of Folsom 2021 Housing Element is an update of the goals, policies, and implementation programs for the planning and development of housing in the City. In conjunction with the Housing Element Update, the City proposes to amend the Land Use Element of the General Plan by amending the land use diagram to correct the East Bidwell Mixed Use Overlay and to remove obsolete Policy LU 9.1.10 (Renewable and Alternative Energy Generation Systems). In compliance with State law, the City is also updating the Safety and Noise Element of the General Plan to address climate adaptation and resilience strategies. In addition, the Safety and Noise Update includes new implementation programs and thus results in amendments to the Implementation Element.

Empire Ranch Specific Plan Amendment

In conjunction with the Housing Element Update, the City is proposing to amend the Empire Ranch Specific Plan to modify allowed uses in the Regional Commercial Center (RCC) land use designation and applicable zoning district to allow multifamily residential as a permitted use. This amendment will provide additional housing capacity to meet the City's lower-income regional housing needs allocation (RHNA) for the sixth cycle planning period.

These proposed actions are described in detail and analyzed later in this report.

Table of Contents:

- Attachment 1 - Background
- Attachment 2 - Project Description
- Attachment 3 - Environmental Checklist and Addendum City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions
- Attachment 4 - Public Hearing Draft 2021 Housing Element ([Separate Bound Document](#))
- Attachment 5 - Summary of Revisions made after February 9, 2021
- Attachment 6 - HCD Comment Letter
- Attachment 7 - SHA Comment Letter and Responses
- Attachment 8 - Compilation of additional written comments on the Draft Housing Element
- Attachment 9 - Land Use Element Update Exhibits
- Attachment 10 - Public Draft Climate Adaptation and Resilience Report
- Attachment 11 - Public Draft Safety and Noise Element Update
- Attachment 12 - Public Draft Implementation Element Update



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

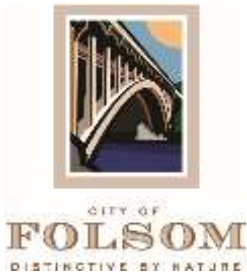
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Attachment 13 - Sacramento Metropolitan Air Quality Management District Comment
Letter on the Draft Safety and Noise Element Update
Attachment 14 - Empire Ranch Specific Plan Amendment Exhibit

Submitted,

A handwritten signature in blue ink, appearing to read 'Pam Johns', with a long horizontal flourish extending to the right.

PAM JOHNS
Community Development Director



ATTACHMENT 1
BACKGROUND

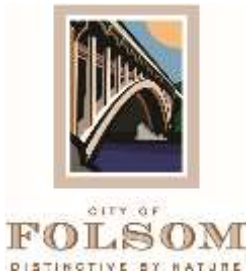
Periodically, all cities and counties in California must update their Housing Element, one of the seven mandated elements in the General Plan. The City of Folsom last updated its Housing Element in 2013. The City is currently (2021) finalizing a comprehensive update of the 2013 Housing Element. Upon adoption, the 2021 Housing Element will become part of the City of Folsom General Plan. In accordance with State law, this sixth cycle Housing Element Update will also require updates to the Safety Element of the General Plan.

As previously stated, the Housing Element is one of seven required elements of the General Plan. However, the Housing Element has several unique requirements that set it apart from the other six General Plan elements. State law (Government Code Section 65580 *et seq.*) specifies in detail the topics that the Housing Element must address and sets a schedule for regular updates (currently every eight years). The Housing Element is also the only element reviewed and certified by the State for compliance with State law. The California Department of Housing and Community Development (HCD) is the State department responsible for this certification. Additionally, the State has enacted significant new guidance and legislation regarding General Plan Housing Elements.

The City's current Housing Element was adopted in August 2013 and covers the January 1, 2013 through October 31, 2021 planning period. The sixth cycle Housing Element will cover the May 15, 2021 through May 15, 2029 planning period and will reassess the community's housing-related goals and objectives, while addressing issues and establishing objectives with respect to a wide range of possible housing related programs. The sixth cycle also presents several new challenges for the City in terms of meeting an increased Regional Housing Needs Assessment (RHNA) and navigating new state laws pertaining to housing, including, but not limited to SB 166 (2017) which amends "no-net-loss" law to require that the land inventory and site identification programs in a jurisdiction's Housing Element always include sufficient sites to accommodate the unmet RHNA and AB 686 (2018) which requires affirmatively furthering fair housing as a part of a jurisdiction's Housing Element planning process and guiding documents for community development.

Regional Housing Needs Assessment (RHNA)

The RHNA is part of a statewide statutory mandate to address housing issues that are related to future growth. State law mandates that HCD provide each region a regional determination of housing need. The Sacramento Area Council of Governments (SACOG) is responsible for developing a RHNA Methodology and approving a RHNA and Regional Housing Needs Plan (RHNP) for the SACOG six-county region. The SACOG Board adopted the sixth cycle 2021-2029 RHNA Methodology in November 2019 and adopted



the RHNP on February 20, 2020.

The RHNA allocates to both cities and counties each jurisdiction’s “fair share” of the region’s projected housing needs broken down into four income categories: very low-, low-, moderate- and above moderate-income (see below for a breakdown of how these categories are defined in terms of median income).

Average Income by Income Category		
Income Category	Household Income Bucket (Based on Area Median)	Annual Household Income (Based on Four Person Household)
Above Moderate Income	120+%	Above \$109,320
Moderate Income	80-120%	\$72,501-\$109,320
Low Income	50-80%	\$43,301-\$72,500
Very Low Income	<50%	Less than \$43,300

Source: Department of Housing and Urban Development (HUD) FY 2021 Income Limits Summary

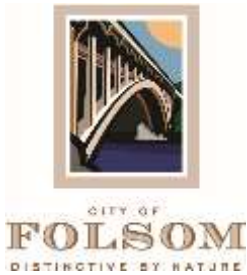
These allocations are intended to be used by jurisdictions when updating their housing elements as the basis for assuring that adequate sites and zoning are available to accommodate the expected growth in housing during the eight-year planning period.

Folsom’s Regional Housing Needs Unit Allocation by Income						
RHNA	Very Low	Low	Moderate	Above Moderate	Total	*Average Yearly Need
Housing Units	2,226	1,341	829	1,967	6,363	795
Percent of Total	35%	21%	13%	31%	100%	

Note: * Based on 8-year planning period

Source: SACOG Regional Housing Needs Plan Cycle 6 (2021-2029) February 2020

As shown in table above, SACOG allocated the City of Folsom a total of 6,363 housing units for the eight-year housing cycle. The allocation is equivalent to approximately 795 housing units annually for the eight-year planning period. Of the 6,363 housing units, 3,567 units are to be affordable to very low-income and low-income households. This



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represents a significant increase in the lower-income RHNA (2,072 units) from the previous allocation for the 2013 Housing Element.

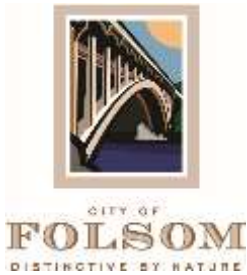
A core assumption of the RHNA requirements is that the higher the allowed density in the zoning, the more likely it is to accommodate affordable housing. Thus, the lower income categories (very low- and low-income) can only be accommodated on sites zoned for higher densities (allowing at least 30 units per acre). If a jurisdiction does not have enough zoning capacity to accommodate all income categories of its RHNA, it is required to identify additional sites and rezone them by 2024.

In addition to identifying adequate lower income sites, the other significant challenge the City faces pertains to the new “no-net-loss” State requirement. Pursuant to Government Code Section 65863, the City must maintain adequate sites for lower-income housing throughout the entire eight-year planning period. As such, if the City approves a development for a site identified in the Housing Element as suitable for lower-income housing but the development consists of fewer units or a different income category (such as market rate housing on a potential lower-income site zoned for 30 units per acre), the City must either make written “no net loss” findings that the other (remaining) Housing Element sites are adequate to meet the RHNA for lower-income housing, or the City must identify and rezone a replacement lower income housing site within 180 days. Thus, in addition to identifying adequate sites to meet the RHNA obligation, the City also needs to develop strategies to build in extra capacity in the Housing Element to address the no-net-loss requirement (assuming that the City will likely receive and potentially approve market rate apartment projects on multifamily high-density land during the eight-year period).

The table below summarizes the current estimated residential capacity compared to RHNA by income level.

Estimated Residential Capacity Compared to RHNA by Income					
	Very Low-Income Units	Low-Income Units	Moderate-Income Units	Above Moderate-Income Units	Total Units
RHNA	2,226	1,341	829	1,967	6,363
	3,567				
Residential Capacity	4,057		4,016	6,354	14,429
Surplus	+490		+3,189	+4,387	

Source: City of Folsom 2021 Draft Housing Element Update



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City Council Study Sessions

At the March 10, 2020 City Council meeting, the City's Housing Element consultant, Ascent Environmental, Inc. (Consultant), in coordination with City staff, provided the City Council with an overview of the City's 2021 Housing Element update process and summarized the challenges and opportunities pertaining to the required accommodation of Folsom's share of the lower-income RHNA determined by SACOG and also summarized the requirements of newly enacted State Housing Element Law.

At the July 28, 2020 City Council meeting, the Consultant, in coordination with City staff, presented City Council with a potential RHNA shortfall analysis and requested input on three key proposed Housing Element RHNA strategies/questions to build in extra capacity as follows:

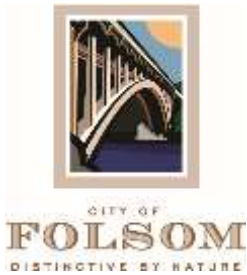
1. Does the City Council support increasing allowable densities within key areas of the City including the transit priority areas, East Bidwell Mixed Use Corridor, and the Regional Town Center site in the Folsom Plan Area?
2. Does the City Council support increasing the maximum allowed dwelling unit count in the Folsom Plan Area in order to meet the RHNA?
3. Does the City Council want to entertain an expansion to the existing inclusionary requirement to expand applicability beyond for sale housing to include rental housing?

The City Council considered each of the three proposed RHNA strategies/questions and informed staff and the consulting team that the City Council supported strategies to increase allowable densities within key areas (Question 1) and increasing the overall dwelling unit count in the Folsom Plan Area (Question 2) but was not in favor of applying inclusionary requirements to rental housing (Question 3).

The feedback received from City Council (July 28, 2020) and the Housing Element public engagement process, along with new state mandates, was used to guide new proposed policies and programs included in the 2021 Housing Element Update Public Review Draft that was published on December 21, 2020.

2021-2029 Housing Element Public Review Process

The Housing Element is a critical part of the City's efforts to preserve, improve, and develop housing accessible to everyone in the community, and public engagement and input are necessary to ensure the development of successful housing policies and programs. Furthermore, as set forth in Section 65583 of the Government Code, local governments are required to make a diligent effort to achieve public participation of all



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segments of the community in developing a Housing Element. During this Housing Element Update process, as a result of the COVID-19 pandemic, new outreach approaches were utilized to ensure community and stakeholder participation. As part of the community engagement effort, City staff and the consultant team, hosted three virtual focus group sessions to gather input from various stakeholders on key housing issues. The virtual focus group sessions were held on the following topics (on the following dates): Affordable Housing Strategies (June 2, 2020); Missing Middle and Multi-Generational Housing Strategies (June 3, 2020); and Homelessness and Special Needs Housing (June 9, 2020). The feedback received from each focus group was incorporated into the Housing Element Update and used to guide new policies and programs. Attachment C.3 of the Housing Element Background Report contains a summary of feedback received.

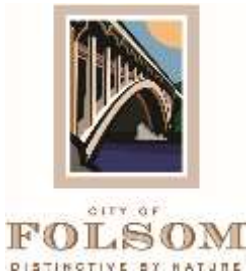
In addition to the virtual focus group study sessions, the consultant team, in coordination with City staff, hosted an online community workshop (via a recorded video presentation) introducing the housing element update process to the community. The video presentation was accompanied with an online survey for community members to provide feedback on housing issues, goals, and strategies to meet the City's housing needs. The online community workshop was widely advertised, and the City received 420 responses to the survey. Attachment C.3 of the Housing Element Background Report contains a summary of the survey responses gathered and utilized in formulating the programs and policies identified in the Draft Housing Element Policy Document.

Planning Commission and City Council Draft Housing Element Hearings

On January 20, 2021, following release of the Public Review Draft Housing Element, City staff and the consultant team presented the Draft Housing Element to the Planning Commission at a public hearing in the form of a study session to engage the Planning Commission, stakeholders, and public in the Housing Element review process. On February 9, 2021, the City Council conducted a public hearing study session to review the Draft Housing Element. At the public hearing, the City Council was presented with the Planning Commission recommendations as well as the public comments received on the Draft Housing Element. The City Council recommended minor changes to the Draft Housing Element and authorized staff to submit the Housing Element to HCD for the State-mandated compliance review.

California Department of Housing and Community Development (HCD) Review

The Draft Housing Element (Draft) was initially submitted for a formal 60-day review to HCD on February 11, 2021. On March 25, 2021, staff and consultants participated in a conference call with HCD to discuss comments to the Draft based on HCD's preliminary review. The primary focus of HCD's comments pertained to expanding the analysis of Affirmatively Furthering Fair Housing (AFFH), clarifying some of the details contained in the Background Report and Policy Document, and adding additional programs to comply



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with State Law. Based on HCD's comments during the conference call, the City submitted revisions to the Draft on March 30, 2021. On April 6, 2021, the City received further comments from HCD to address five items (AFFH; requirement of fee schedules on the City's website; quantified objectives for housing conservation; additions and/or revisions to housing programs; and establishment of written procedures to grant priority water and sewer service to developments with low-income households). HCD's comment letter is attached hereto in Attachment 6. The City responded by submitting additional revisions to HCD on May 4, 2021, and HCD advised additional information was needed to address AFFH issues raised in Sacramento Housing Alliance comment letter dated May 24, 2021. The City submitted a third revision to HCD on June 9, 2021 and requested an expedited 30-day review of the draft Housing Element in order to meet the City's adoption deadline. On July 2, 2021, HCD requested two additional items be added related to fair housing outreach (Program H-32) and a definitive timeframe for coordination related to homeless services (Program H-31). The City quickly turned around a fourth set of revisions to address these final remaining items and requested a Conditional Approval Letter.

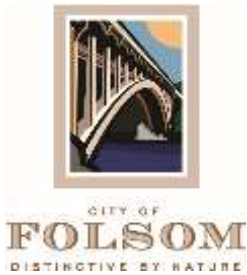
At the time of this staff report, the City has received verbal approval from HCD that the last set of revisions were accepted, however, the City has not yet received the Conditional Approval Letter.

Comment Letter from Sacramento Housing Alliance

On January 20, 2021, the City received a comment letter from Sacramento Housing Alliance (SHA) regarding the City's Draft Housing Element. On March 2, 2021, the City's consultant and staff participated in a conference call with SHA to discuss SHA's comments and concerns raised in the comment letter. As a result of this meeting, City staff and the Consultants made several SHA recommended revisions to the Housing Element Draft which were incorporated in the Housing Element Draft submitted to HCD on March 30, 2021. On April 7, 2021, SHA provided the City with a second comment letter expressing concerns that the Draft Housing Element submitted to HCD on March 30, 2021 did not address several of the issues raised by SHA. On May 4, 2021 the City sent a response letter to SHA regarding SHA recommended revisions to the Draft Housing Element. On May 24, 2021, SHA provided a follow-up comment letter outlining several outstanding concerns. These SHA comments were discussed with HCD during the May 2, 2021 follow-up meeting, and as described above, revisions were made to the Draft to address SHA's comments related to AFFH. Copies of SHA's comment letters and the City responses to these letters are attached hereto in Attachment 7.

Summary of Housing Element Revisions

In addition to revisions requested/suggested by HCD and SHA and clean-up revisions initiated by staff and the consultant team, the updated draft includes a revision to Policy

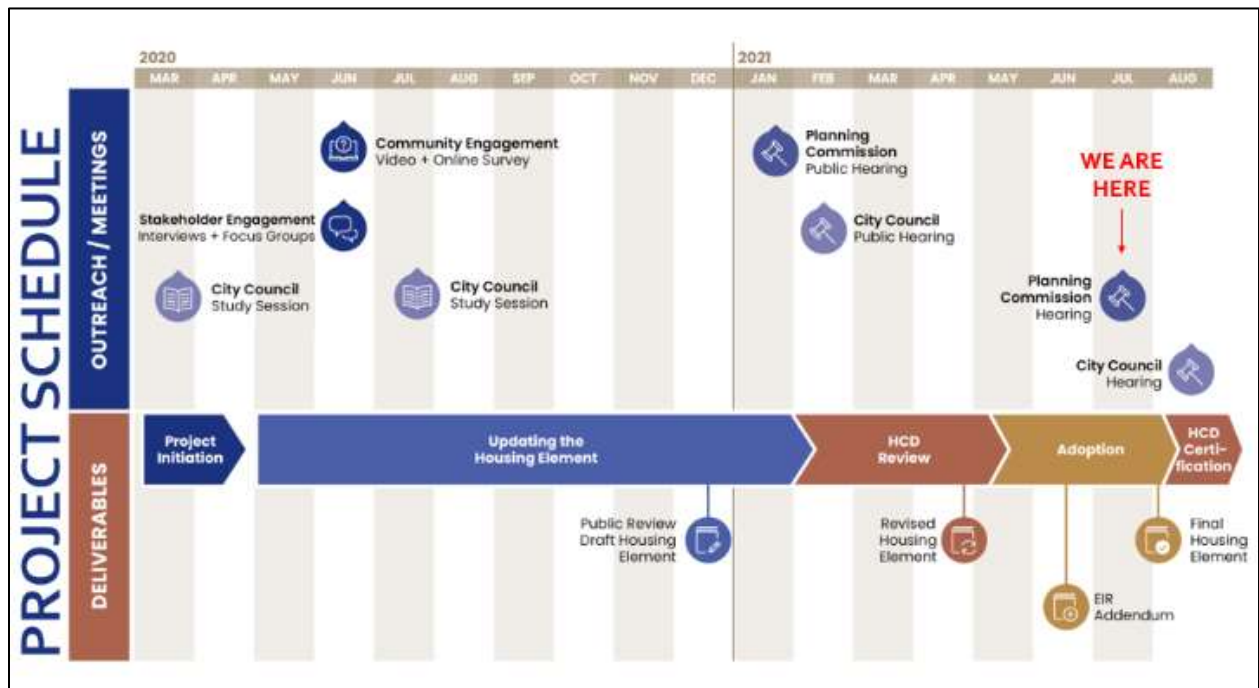


H3.4 based on a recent public comment received on June 25, 2021, attached hereto in Attachment 8Element, regarding the potential opportunity to utilize State surplus land for affordable housing development.

A table summarizing all substantive Draft Housing Element revisions based on Planning Commission and City Council direction, HCD comments, SHA comments and other public comments is included as Attachment 5.

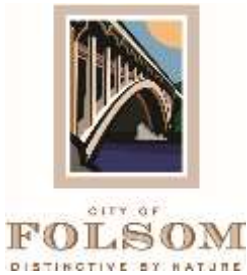
Project Schedule

The exhibit on the next page provides an overview of this sixth cycle Draft Housing Element review process and timeline and where we are currently in the process.



Related General Plan Amendments

In conjunction with the Housing Element Update, the City proposes to amend the Land Use Element of the General Plan by amending the land use diagram to correct the East Bidwell Mixed Use Overlay and to remove obsolete Policy LU 9.1.10 (Renewable and Alternative Energy Generation Systems). In compliance with State law, the City is also updating the Safety and Noise Element of the General Plan to address climate adaptation and resilience strategies. In addition, the Safety and Noise Element Update includes new



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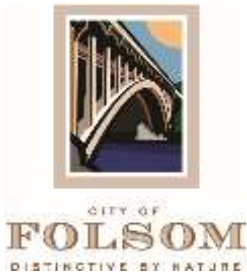
Date: July 21, 2021

implementation programs and thus results in amendments to the Implementation Element.

On July 2, 2021, the City received a comment letter (Attachment 13) from the Sacramento Metro Air District recommending minor clean-up revisions to the Implementation Element and Safety and Noise Element. Staff supports these recommended revisions.

Empire Ranch Specific Plan Amendment

In conjunction with the Housing Element Update, the City also proposes to amend the Empire Ranch Specific Plan to modify allowed uses in the Regional Commercial Center (RCC) land use designation and applicable zoning district to allow multifamily residential as a permitted use. This proposed amendment will provide additional housing capacity to meet the City's lower-income RHNA for the sixth cycle planning period and is included as Attachment.



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ATTACHMENT 2 PROJECT DESCRIPTION

Due to recently adopted State law, cities and counties must update both the Housing and Safety Elements of their General Plan at the same time. The City is now in the process of adopting the 2021-2029 Housing Element Update to accommodate the sixth RHNA cycle. The sixth cycle Housing Element target adoption date is May 15, 2021, with a 120-day grace period ending September 12, 2021. The project proposes to amend the Folsom 2035 General Plan (General Plan) to update the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element. In addition, the project proposes to amend the Empire Ranch Specific Plan, as described in further detail below.

HOUSING ELEMENT UPDATE

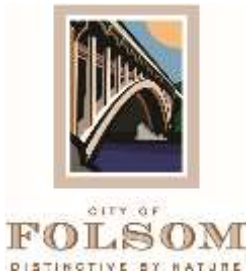
The purpose of the Housing Element is to identify the community's housing needs, to state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and to define the policies and programs that the community will implement to achieve the stated goals and objectives. As such, this sixth cycle Draft Housing Element is the culmination of a 15-month process in which the City, in concert with Ascent, the City's consultant, has developed the Housing Element Background Report and Policy Document. The Background Report is designed to meet housing element requirements and to provide the background information and analysis to support the goals, policies, programs, and quantified objectives contained in the Policy Document.

The Housing Element Update builds on the policies and programs of the 2013 Housing Element and the City's success in implementing these policies and programs. Additionally, the City proposes to implement a number of new innovative programs to encourage and support the development of affordable housing and to respond to new State requirements. Furthermore, the Housing Element Update addresses potential constraints to housing production and recommends actions for removing or reducing the identified constraints.

The most significant updates to the 2013 Housing Element, as reflected in the 2021 Housing Element Update, include the following:

1. Increased Capacity for Housing

East Bidwell Mixed Use Overlay - One of the most significant changes since the 2013 Housing Element was the City's General Plan Update adopted in 2018. This update included the creation of the East Bidwell Mixed Use Overlay which increased housing development opportunities along East Bidwell Street between Coloma Street and U.S. Highway 50. As a result, this Draft Housing Element includes approximately 52.9 acres of vacant land with realistic capacity for about 1,236 lower-income housing units.



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In addition, Draft Housing Element Program H-2 would increase residential capacity densities along the East Bidwell corridor to further accommodate the City's RHNA.

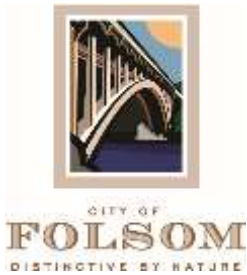
Accessory Dwelling Units – An accessory dwelling unit (ADU) is an additional self-contained living unit, either attached to or detached from the primary residential unit on a single lot. It has cooking, eating, sleeping, and full sanitation facilities. ADUs can be an important source of affordable housing since they can be constructed less expensively and have no associated land costs. During the last few years, ADU construction in the City of Folsom has steadily increased. Also, the City Council adopted an update to the City's Accessory Dwelling Unit ordinance in July 2020 to comply with recent changes in State law which encourage ADU development. Based on these changes and previous ADU production trends, it is anticipated that the production of ADUs will increase significantly resulting in an average production of 24 ADUs per year during the planning period. This is equal to 194 ADUs during the projection period.

Multi-Generational Housing in the FPASP - Multi-generational houses are single-family homes that have a second separate living space, or suite, that is complete with, at minimum, a private entrance (in addition to a shared door with the main house), a bedroom, and a kitchen or kitchenette. Several home builders in the Folsom Plan Area Specific Plan (FPASP) area have produced multi-generational houses in recent developments. These products provide an alternative to traditional ADUs and allow secondary units to be constructed on small lots. Based on stakeholder input and current market trends, it is anticipated that the production of multi-generational housing will increase significantly during the sixth cycle planning period. As such, it is assumed that 387 multigenerational housing units would serve lower-income individuals during the planning period.

Empire Ranch Specific Plan Amendment– A proposed amendment to the Empire Ranch Specific Plan would include multifamily housing as a permitted use in the Regional Commercial Center (RCC) land use designation in conjunction with housing element adoption. This amendment will allow multifamily development on the only RCC site located within the Specific Plan: a 19.25-acre site (APN 072-1170-113-0000), located at the southeast corner of the Empire Ranch Road and Iron Point Road intersection. This amendment to the Specific Plan is proposed in conjunction with the sixth cycle update to the Folsom Housing Element to provide capacity to help meet the City's lower income RHNA.

Based on property owner input, the Draft Housing Element assumes that 70 percent of the 11.5 developable acres of the site would be developed as multifamily residential.

As such, housing capacity for this site assumes 217 dwelling units during this planning



period. Additional information regarding the specific plan amendment is contained later in this report.

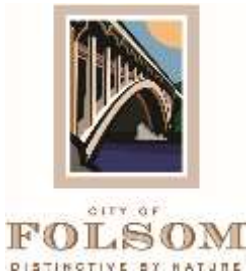


2. Affirmatively Furthering Fair Housing

Pursuant to Assembly Bill 686 (2018), the Background Report includes an assessment of fair housing within the Housing Needs Section. This assessment examines the existing conditions and demographics in Folsom including integration and segregation, concentrated areas of poverty, areas of low and high opportunity, and disproportionate housing needs. The analysis is provided at both a local and regional level, describing settlement patterns across the region, as well as local data and knowledge, and other relevant factors. This analysis is used to identify and prioritize contributing factors that could inhibit fair housing in Folsom. In addition, a number of the housing element programs in the Policy Document identify milestones and metrics related to affirmatively furthering fair housing.

3. High Density Residential Site Capacity Profiles

Attachment C.2 of the Background Report includes site profiles for each vacant or underutilized site identified in the inventory that is designated for multifamily high-density development or mixed-use development allowing residential densities up to 30 units per acre. A profile is provided for each site indicating the assessor parcel number (APN), address, general plan land use designation, zoning, allowed density, floor-area-ratio (FAR), size, applicable height limit, and existing use. The profile indicates whether the site was identified in previous housing elements and includes a site description, access to utilities or infrastructure, environmental constraints, and an analysis of realistic unit capacity. In addition, vacant sites north of Highway 50 also include an evaluation of the site based on the California Tax Credit Allocation Committee (TCAC) funding criteria. Note: An evaluation of TCAC funding criteria is not provided for vacant sites south of Highway 50 because the TCAC funding criteria is largely dependent on proximity to existing amenities and services.



4. New Housing Element Programs

Included within the Draft Housing Element are 34 implementation programs to address the existing and projected housing needs of all economic segments of the Folsom community. Of these 34 implementation programs there are 19 new programs which are **summarized** (refer to the Housing Element Policy Document for expanded program descriptions) below:

Create Additional Lower-Income Housing Capacity (Program H-2) – The City shall create additional opportunities to ensure the City maintains adequate capacity to meet the lower-income RHNA throughout the planning period. The City shall increase maximum allowable densities in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District, and the Folsom Plan Area Specific Plan Town Center.

Accessory Dwelling Unit Tools and Resources (Program H-4) - The City shall develop an ADU Design Workbook that provides illustrated examples of the design standards and styles, as well as other design ideas to assist property owners, developers, and architects.

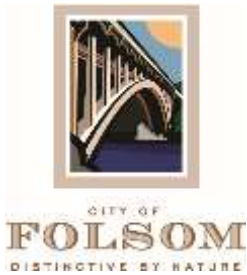
Accessory Dwelling Unit Incentives (Program H-5) - The City shall incentivize and encourage the construction of accessory dwelling units through development fee reductions and/or waivers.

Track and Monitor Accessory Dwelling Units and Multi-Generational Units (Program H-6) - The City shall track new accessory dwelling units and multi-generational housing units and shall conduct a survey every two years to collect information on the use and affordability of these units.

Objective Design Standards for Multifamily Housing (Program H-8) – The City shall rescind the Design Guidelines for Multifamily Development upon adoption of the Housing Element and adopt objective design standards for multifamily development as part of the comprehensive zoning code update.

Conduct Inclusionary Housing Fee Study (Program H-9) – The City shall prepare a fee study on the City’s inclusionary housing in-lieu fee. Depending on the findings of the study, the City may consider revising the Ordinance to update the methodology for calculating the inclusionary housing in-lieu fee.

Incentives for Affordable Housing Development (Program H-12) –_The City shall provide incentives for affordable housing development , including density bonuses, fee deferrals or reductions, and reduced fees for studio units.



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Update Density Bonus Ordinance (Program H-13) - The City shall update the City's density bonus ordinance, as part of the comprehensive zoning code update, to reflect recent changes in State law.

Affordable Development at the Glenn/Robert G Holderness Station (Program H-15) - The City shall pursue opportunities to work with an affordable housing developer to construct affordable housing at the Glenn/Robert G Holderness Station parking lot site.

Facilitate Affordable Housing Development on City-Owned Land (Program H-16) – The City shall facilitate the construction of affordable housing, including possible accessory dwelling units, on the City-owned sites.

Study the Purchase of Land for Affordable Housing (Program H-17) - The City shall explore the feasibility and appropriateness to establish a program to use housing trust fund money or other sources to purchase land to support the development of affordable housing dispersed throughout the city.

Prioritize Infrastructure for Affordable Housing (Program H-18) – The City shall establish procedures for granting priority water and sewer service to developments with lower-income units in compliance with State Law.

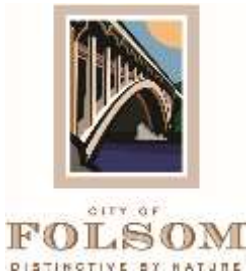
Expand Existing Affordable Housing Developments (Program H-23) – The City shall initiate conversations with owners of existing affordable housing complexes to identify potential opportunities to increase the number of affordable units.

Housing Conditions Survey (Program H-26) – The City shall seek funding through the Community Development Block Grant, or other funding sources, to conduct a survey of housing conditions.

Habitat for Humanity Home Repair (Program H-28) – The City shall work with Habitat for Humanity to promote the Home Repair Program by Habitat which responds to health, accessibility and safety concerns in homes owned by low-income households.

Zoning Code Amendments for Special Needs Housing (Program H-30) - As part of the City's comprehensive Zoning Code Update, the City shall amend the zoning code to ensure compliance with State housing law related to the following:

- Low barrier navigation center
- Supportive housing
- Parking standards for residential care homes and emergency shelters
- Farmworker housing
- Group homes of more than 6



- Reasonable accommodations
- Mobile home zoning district
- SB 35 procedures

Homelessness Services (Program H-31) - The City shall work with Sacramento County and local community-based organizations to explore opportunities and form partnerships to bring satellites service for individuals experiencing homelessness.

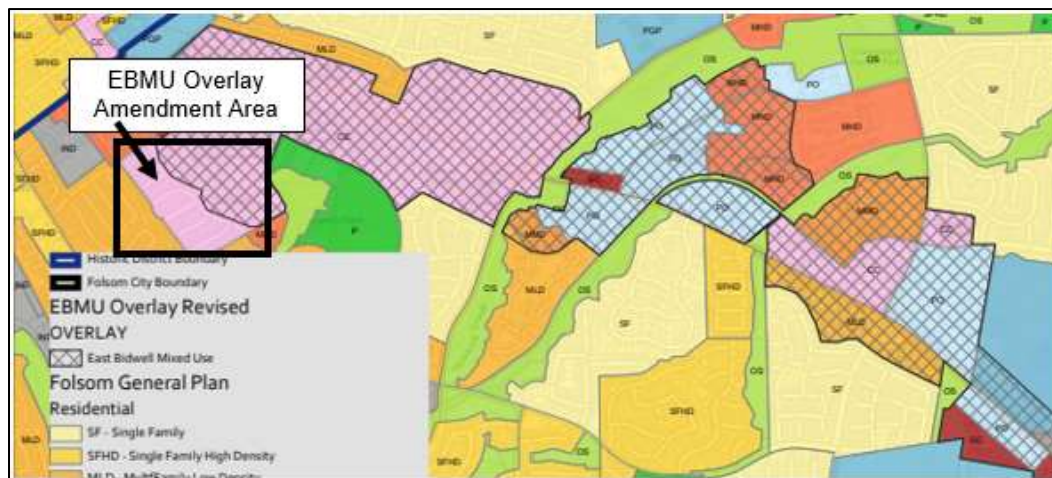
Affirmative Marketing Plan (Program H-33) - The City shall require affordable developers to prepare an affirmative marketing plan, as a condition of receiving public funding and shall encourage private developers to prepare an affirmative marketing plan. The affirmative marketing plan shall ensure marketing materials for new developments are designed to attract renters and buyers of diverse demographics, including persons of any race, ethnicity, sex, handicap, and familial status.

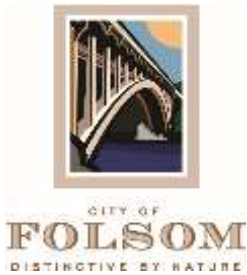
Green Means Go (Program H-34) - The City shall support the SACOG Green Means Go program by accelerating infill development that reduces vehicle trips.

LAND USE ELEMENT UPDATE

Along with the Housing Element Update, the City proposes two clean up items associated with the Folsom General Plan Land Use Element (Attachment 9) as follows:

1. The City proposes to amend the General Plan land use diagram to correct the East Bidwell Mixed Use Overlay shown on the land use diagram to remove residences that were inadvertently included within the overlay boundary. This area to be removed from the boundary is located south of Riley Street, between Lembi Drive and Glenn Drive as shown in the exhibit below.





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2. The Folsom 2035 General Plan, adopted in 2018, includes the following policy to promote the use of renewable and alternative energy in the city:

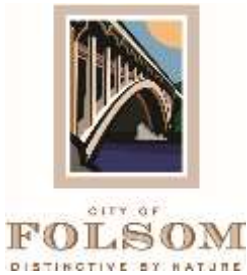
LU 9.1.10 Renewable and Alternative Energy Generation Systems.
Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.

The policy was intended to require renewable and alternative energy generation systems in new master planned communities and was never intended to apply to individual projects processed through a planned development permit. However, due to the vague language, City staff has had difficulty appropriately implementing this policy. Additionally, the greenhouse gas analysis in the General Plan did not rely on any specific reduction in connection with this policy. Hence, City staff has

reviewed the policy and has found that given advances in energy efficiency in California this policy is outdated. The 2019 update to the California Building Code included a requirement for rooftop solar on all residential developments and for major home renovations. In addition, the Sacramento Municipal Utility District (SMUD) has and continues to increase its renewable energy portfolio, thereby reducing greenhouse gas emissions associated with the electrical grid. Based on these advances in energy efficiency, City staff recommends that the General Plan Land Use Element be amended to remove Policy LU 9.1.10 Renewable and Alternative Energy Generation Systems.

SAFETY AND NOISE ELEMENT UPDATE

Per Senate Bill 1035 (2018), the State now requires that a community's General Plan Safety Element be reviewed and revised concurrent with each revision to the Housing Element. In addition, in accordance with SB 379 (2015), General Plan Safety Elements must address climate change vulnerability, adaptation strategies, and emergency response strategy. Thus, in conjunction with the Housing Element Update, the City contracted with Ascent Environmental, Inc (Consultant) to review and revise the Folsom General Plan Safety and Noise Element to include new information, analyses, and policies related to flood, fire hazards, and climate adaptation and resiliency strategies. The Consultant prepared a Climate Adaptation and Resilience Report (Attachment 10), which is intended to be included as an appendix to the General Plan and is considered a background report for the Safety and Noise Element. The report serves as a climate change vulnerability assessment, which is intended to inform the development of adaptation strategies by analyzing the City's exposure to existing hazards, sensitivity to these hazards, potential climate-related impacts from these hazards, and the City's existing capacity to prepare and adapt for these impacts. The report is accompanied by a set of adaptation strategies which are incorporated into the Draft Safety and Noise



Element Update attached hereto as Attachment 11.

The Safety and Noise Element Update includes goals, policies, and implementation programs to address climate adaptation and resilience and evacuation. Proposed policies and goals are listed below.

Emergency Preparedness Policy

SN 1.1.5 Climate Change Capacity Assessment - Maintain the City's capacity to respond to hazards affected by climate change by assessing future increases in the severity and frequency of these events and increase capacity as needed to adequately respond to future hazard impacts.

Flood Hazards Policy

SN 3.1.6 Climate Change Informed Flood Standards - In coordination with Sacramento County, update and maintain the City's flood management and development design standards based on the best available data regarding the increased intensity, duration, and frequency of future flood events due to climate change.

Wildfire Hazards Policy

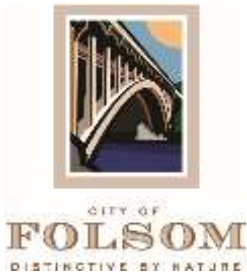
SN 4.1.5 Wildfire Smoke Protection - Protect the City's population from the impacts on indoor and outdoor air quality from wildfire smoke through education and outreach and updated development standards, focusing on protection of vulnerable populations including youth and seniors.

Extreme Heat (New Section) Goal

Goal SN7.1: Protect the City's critical infrastructure and citizens from the most severe effects of extreme heat events with an increased focus on protecting vulnerable populations including youth, seniors, and individuals with underlying health conditions.

Extreme Heat (New Section) Policies

SN 6.1.1 Upgrading Heat Sensitive Infrastructure - Upgrade existing heat-sensitive infrastructure in the city to withstand the future intensity and frequency of extreme



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heat events and update relevant design standards to ensure future infrastructure can withstand future extreme heat events.

SN 6.1.2 Comprehensive Cool City Strategy - Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect through various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city.

SN 6.1.3 Heat Sensitive Populations - Implement an education and outreach program to relevant businesses and institutions such as elderly care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events.

SN 6.1.4 Climate-Smart Electricity Grid - Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods.

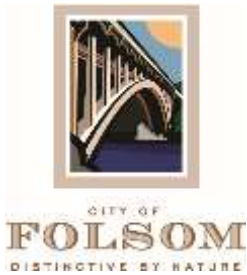
IMPLEMENTATION ELEMENT UPDATE

The City is proposing to update the Implementation Element of the General Plan to reflect the Safety and Noise Element Update (Attachment 12). Revisions to the Implementation Element include new implementation programs to address evacuation routes, stormwater and flood management, wildfire and wildfire smoke protection, and extreme heat. Proposed additional Safety and Noise Implementation Programs are listed below:

SN-8. Review Evacuation Plan and Routes - Analyze the capacity, safety, and viability of the City's evacuation routes under a range of emergency scenarios annually, as part of the annual review of the City's Emergency Operations Plan.

SN-9. Update Stormwater and Flood Standards - Review and update, as needed, the City's Design and Procedures Manuals and Improvement Standards to address the increased intensity, duration, and frequency of future flood events.

SN-10. Conduct Outreach on Wildfire Smoke Protection - Conduct outreach to educate all residents including vulnerable populations (e.g., youth and seniors) with strategies to protect themselves and their homes from the increased impacts from wildfire smoke.



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SN-11. Upgrade Existing Heat Sensitive Infrastructure - Upgrade existing heat-sensitive infrastructure (e.g., roadways, bridges) in the city to withstand the future intensity and frequency of extreme heat events.

SN-12. Update Design Standards - Review and update, as needed, relevant climate-related design standards (e.g., heating and cooling) and building code requirements to ensure development can withstand future extreme heat events.

SN-13. Coordinate with Regional Agencies - Coordinate with regional service providers including Sacramento Municipal Utility District and Sacramento Regional Transit District to implement infrastructure updates for systems outside the City's jurisdiction to prepare for climate change impacts (e.g., extreme heat, larger storm events).

SN-14. Implement a Cool City Strategy - Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect. The strategy shall include various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city.

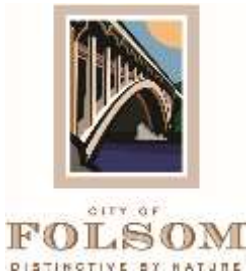
SN-15. Conduct Educational Outreach on Extreme Heat Events - Implement an education and outreach program to relevant businesses and institutions such as residential care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events.

SN-16. Promote Cost Benefits of Reducing Electricity Use - Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods.

In addition, there are several clean-up revisions included in the Implementation Element. These clean-up items expand the list of Master Plans, Strategies and Programs and include corrections to the responsible department(s) listed under individual implementation programs to better reflect City department procedures.

EMPIRE RANCH SPECIFIC PLAN AMENDMENT

The City proposes to amend the Empire Ranch Specific Plan to expand the Regional Commercial Center (RCC) land use designation to allow for multifamily residential as a permitted use. This amendment will allow multifamily development on the only RCC site



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located within the Specific Plan: a 19.25-acre site (APN 072-1170-113-0000), located at the southeast corner of the Empire Ranch Road and Iron Point Road intersection. This proposed amendment to the Specific Plan would be consistent with the City's General Plan and is proposed in conjunction with the sixth cycle update to the Folsom Housing Element provide capacity to help meet the City's lower income RHNA.

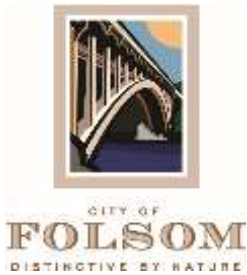
Specific Plan Land Use Designation Amendment

The adopted Specific Plan designates two sites for commercial uses. One site, located in the northern portion of the plan at the Golf Links and Empire Ranch Road intersection, is designated for neighborhood-serving commercial and was previously approved for a conditional use permit to allow multifamily residential development and has been developed with single-family housing.

The second site, located at the southeast corner of the Empire Ranch Road and Iron Point Road intersection (APN 072-1170-113-0000), is designated for region-serving commercial and remains vacant. The site totals 19.25 acres; however, a portion of the site is proposed for the future Empire Ranch Road and U.S. Highway 50 interchange and only approximately 60 percent of the site would be available for development. This is the only site within the Empire Ranch Specific Plan area that has a Regional Commercial Center designation.

Specific Plan Amendment Site (APN 072-1170-113-0000)





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In the Empire Ranch Specific Plan, the Regional Commercial (RCC) land use designation is equivalent to the Central Business District (C-2) Zone outlined in the City's Zoning Code. The Specific Plan currently allows the following uses with an approved use permit under the RCC/ Central Business District (C-2 Zone):

Residential and related supportive facilities
Apartment – multifamily-dwelling
Residential uses, other

City staff proposes that the Specific Plan be amended to allow multifamily dwellings at 15-30 units per acre as a permitted use on sites designated as Regional Commercial, instead of requiring a use permit. In addition, staff proposes to amend Table 6-1 of the Specific Plan to identify allowable densities for the RCC designation of 15 – 30 units per acre. These changes are included in Attachment 14.

This change in permitted uses would allow for multifamily residential development on the currently vacant Regional Commercial site. City staff has discussed the change to the Specific Plan regarding permitted uses for RCC with the property owner of the site, who advised that, considering market trends, the timing of the planned highway interchange, and surrounding land uses, the site could be developed for a mix of uses including multifamily residential and/or highway commercial. As such, the property owner is supportive of the proposed City initiated Specific Plan Amendment to create additional opportunity/inventory to help the City meet its RHNA obligation.

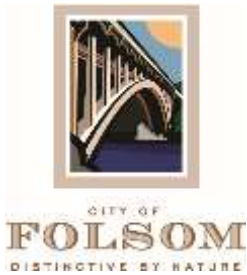
Housing Capacity

The proposed amendment to the Specific Plan to allow for multifamily housing within the RCC designation at a density range of 15 to 30 units per acre meets the default density standard for lower-income housing. Therefore, the proposed redesignation will provide housing capacity to meet the City's lower-income RHNA for the sixth cycle planning period. The City's lower-income RHNA increased substantially from the previous planning period, and the City's Housing Element must provide sufficient capacity to meet its fair share of regional housing needs. Based on site characteristics and property owner input, the Draft Housing Element assumes that approximately eight acres of the site will be developed as multifamily residential. As such, housing capacity for this site assumes 217 dwelling units.

PROJECT APPROVALS

If approved, the Project will:

- Amend the City's General Plan to update the Housing Element, Safety and Noise



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Element, Implementation Element and Land Use Element, including revisions to the General Plan Land Use Diagram.

- Amend the Empire Ranch Specific Plan to allow multifamily residential development as a permitted use under the regional commercial center land use designation and commercial/central business district zoning.

After adoption, the updated Housing Element will be submitted to HCD for certification.

POLICY/RULE

The City is required to have a Housing Element as part of its General Plan pursuant to Government Code, Section 65583(a)(4). In addition, Government Code Section 65583(c)(3) states that the Housing Element must examine constraints on housing. The City must provide programs, policies, goals, and quantified objectives (Government Code Section 65583). Amendments to the General Plan, including amendments to the Housing Element, must be adopted by the City Council (Gov Code section 65300 and 65301).

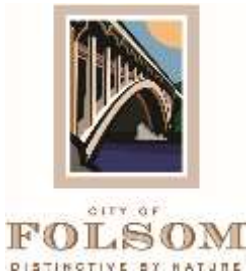
The City is required to update the City's Safety and Noise Element to address climate adaptation and resiliency strategies (Gov. Code section 65302).

A Specific Plan must be amended in the same manner as a general plan, and it must be consistent with the General Plan (Gov. Code sections 65453 and 65454).

ENVIRONMENTAL REVIEW

An Environmental Checklist and Addendum to the Folsom 2035 General Plan Environmental Impact Report for the Housing Element Update and Related Actions was prepared pursuant to the California Environmental Quality Act ("CEQA") (Public Resources Code (PRC) § 21000, *et seq.*) and in accordance with State CEQA Guidelines Section 15164.

As part of its approval of the Comprehensive General Plan Update on August 28, 2018, the City Council in Resolution No. 10147 certified the Environmental Impact Report (EIR), adopted Findings of Fact and Statement of Overriding Considerations, and further adopted a Mitigation Monitoring and Reporting Program. The Folsom General Plan EIR is available as part of the General Plan documents page of the Planning Services webpage at <https://www.folsom.ca.us/government/community-development/planning-services/general-plan>.



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As described in the California Environmental Quality Act (CEQA) Guidelines Section 15164(a), “the lead agency...shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section

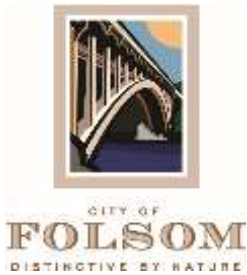
15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.” Further, Section 15164(d) states, “the decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.”

The City, as the lead agency under CEQA, has determined that, in accordance with Section 15164 of the CEQA Guidelines, the proposed General Plan Amendments and the Empire Ranch Specific Plan Amendment do not result in significant new or substantially more severe environmental impacts than those described in the General Plan EIR. An Addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15164, and 15168.

An Environmental Checklist and Addendum was prepared in accordance with CEQA Guidelines Section 15164 to evaluate whether the proposed project’s effects were adequately examined in the previous environmental analysis in the General Plan EIR. The Environmental Checklist and Addendum concluded that no changes associated with the proposed project and no changed circumstances trigger subsequent or supplemental environmental review. The Environmental Checklist and Addendum are included in Attachment 3 to this staff report. In addition, the Mitigation Monitoring and Reporting Program, which is applicable to this project, is available as part of the General Plan documents page of the Planning Services webpage at:

<https://www.folsom.ca.us/government/community-development/planning-services/general-plan>.

It is important to note that a separate environmental analysis will be done when the City implements Housing Element Program H-2: Create Additional Lower-Income Housing Capacity. Environmental impacts from future implementation of this program cannot be determined at this time pursuant to State CEQA Guidelines Section 15145. Thus, once the extent of additional housing is determined, this action will undergo a separate environmental review process to determine if there are environmental impacts pursuant to CEQA.



RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend that the City Council:

- Adopt an Addendum to the Folsom 2035 General Plan Final Environmental Impact Report prepared for the City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions Project (PN 21-004) per Attachment 3; and
- Approve General Plan Amendments to update the Housing Element, Safety and Noise Element, and Land Use Element, including revisions to the General Plan Implementation Section and the Land Use Diagram per Attachments 4, 9,10, 11, and 12; and
- Approve the Empire Ranch Specific Plan Amendment to allow multifamily residential development as a permitted use under the regional commercial center land use designation and commercial/central business district zoning per Attachment 14.

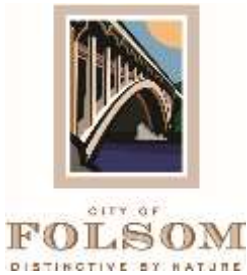
These recommended approvals are subject to the proposed findings below (Findings A-R).

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS GENERALLY CONSISTENT WITH THE GENERAL PLAN AND THE EMPIRE RANCH SPECIFIC PLAN.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN ON AUGUST 28, 2018.
- D. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.
- E. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL



AGENDA ITEM NO. 1

Type: Public Hearing

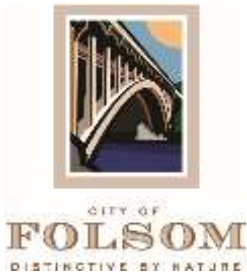
Date: July 21, 2021

IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN AND HAS DETERMINED THAT THE PROJECT CREATES NO NEW IMPACTS AND DOES NOT REQUIRE ANY NEW MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT.

- F. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE CITY OF FOLSOM 2021 HOUSING ELEMENT UPDATE, EMPIRE RANCH SPECIFIC PLAN AMENDMENT AND RELATED ACTIONS ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN, THE ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM, AND THE ADDENDUM FOR THE PROJECT.
- G. THE PLANNING COMMISSION HAS CONSIDERED THE ADDENDUM WITH THE FINAL EIR BEFORE MAKING A DECISION ON THE PROJECT.

GENERAL PLAN AMENDMENT FINDINGS

- H. THE HOUSING ELEMENT UPDATE HAS BEEN PREPARED IN ACCORDANCE WITH THE PROVISIONS SET FORTH IN SECTION 65583 OF THE GOVERNMENT CODE REGARDING THE CONTENTS OF A HOUSING ELEMENT:
 - ❑ AN ASSESSMENT OF HOUSING NEEDS AND AN INVENTORY OF RESOURCES AND CONSTRAINTS RELEVANT TO THE MEETING OF THESE NEEDS WAS PREPARED.
 - ❑ A STATEMENT OF THE CITY'S GOALS, QUANTIFIED OBJECTIVES AND POLICIES RELATIVE TO THE MAINTENANCE, PRESERVATION, IMPROVEMENT AND DEVELOPMENT OF HOUSING WAS PREPARED.
 - ❑ A PROGRAM WHICH SETS FORTH AN EIGHT-YEAR SCHEDULE OF ACTIONS THAT THE CITY IS UNDERTAKING OR INTENDS TO UNDERTAKE TO IMPLEMENT THE POLICIES AND ACHIEVE THE GOALS AND OBJECTIVES OF THE HOUSING ELEMENT THROUGH THE ADMINISTRATION OF LAND USE AND DEVELOPMENT CONTROLS, PROVISION OF REGULATORY CONCESSIONS AND INCENTIVES, AND THE UTILIZATION OF APPROPRIATE FEDERAL AND STATE FINANCING AND SUBSIDY PROGRAMS WAS PREPARED.
- I. THE HOUSING ELEMENT UPDATE IDENTIFIES ADEQUATE SITES FOR



AGENDA ITEM NO. 1

Type: Public Hearing

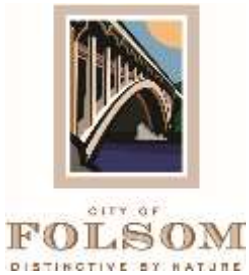
Date: July 21, 2021

HOUSING AND MAKES ADEQUATE PROVISION FOR THE EXISTING AND PROJECTED NEEDS OF ALL ECONOMIC SEGMENTS OF THE COMMUNITY.

- J. ADOPTION OF THE HOUSING ELEMENT UPDATE IS CONSISTENT WITH THE PROVISION OF GOVERNMENT CODE SECTIONS 65300 ET SEQ REGARDING THE ADOPTION AND AMENDMENT OF A GENERAL PLAN AND ITS ASSOCIATED ELEMENTS.
- K. THE PROPOSED HOUSING ELEMENT UPDATE HAS BEEN PREPARED AND PROCESSED IN ACCORDANCE WITH THE PROVISIONS OF SECTION 65585 OF THE GOVERNMENT CODE WITH REGARDS TO STATE REVIEW OF THE HOUSING ELEMENT UPDATE.
- L. THE PROPOSED LAND USE ELEMENT AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE LAND USE ELEMENT OF THE CITY'S GENERAL PLAN AND DEVELOPMENT POLICIES.
- M. THE SAFETY ELEMENT UPDATE HAS BEEN PREPARED IN ACCORDANCE WITH THE PROVISIONS SET FORTH IN SECTION 65302(g) OF THE GOVERNMENT CODE AND WILL ADDRESS POTENTIAL AND EXISTING HAZARDS IN THE CITY RELATING TO FLOOD HAZARDS, FIRE HAZARDS, AND CLIMATE ADAPTATION AND RESILIENCY STRATEGIES.
- N. THE PROPOSED GENERAL PLAN AMENDMENTS ARE IN THE PUBLIC INTEREST.
- O. PURSUANT TO GOVERNMENT CODE SECTION 65352.3, THE CITY CONTACTED ALL CALIFORNIA NATIVE AMERICAN TRIBES ON THE CONTACT LIST MAINTAINED BY THE NATIVE AMERICAN HERITAGE COMMISSION IN ASSOCIATION WITH THIS PROJECT. THE CITY DID NOT RECEIVE ANY REQUESTS FOR CONSULTATION FROM ANY OF THE NATIVE AMERICAN TRIBES.

EMPIRE RANCH SPECIFIC PLAN AMENDMENT FINDINGS

- P. THE PROPOSED AMENDMENT TO THE EMPIRE RANCH SPECIFIC PLAN IS CONSISTENT WITH THE CITY'S GENERAL PLAN (AS AMENDED).
- Q. THE PROPOSED SPECIFIC PLAN AMENDMENT IS IN THE PUBLIC INTEREST.



AGENDA ITEM NO. 1
Type: Public Hearing
Date: July 21, 2021

- R. THE PROPOSED SPECIFIC PLAN AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE EMPIRE RANCH SPECIFIC PLAN.

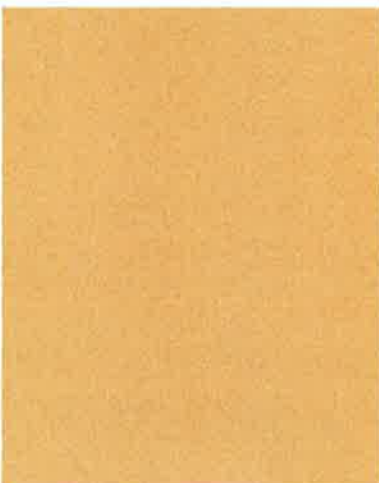
Attachment 3

Environmental Checklist and Addendum City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions

Environmental Checklist and Addendum

Housing Element Update and Related Actions

2021 – 2029



Housing Element Update and Related Actions

Environmental Checklist and Addendum

Prepared for:

City of Folsom
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June 2021

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LIST OF ABBREVIATIONS

CEQA	California Environmental Quality Act
CEC	California Energy Commission
City	City of Folsom
Final EIR	Final Environmental Impact Report
General Plan EIR	Folsom 2035 General Plan Environmental Impact Report
LOS	level of service
MMRP	Mitigation Monitoring and Reporting Program
OPR	Governor's Office of Planning and Research
PRC	Public Resources Code
RHNA	regional housing needs allocation
SACOG	Sacramento Council of Governments
SB	Senate Bill
SEIR	subsequent environmental impact report
SMUD	Sacramento Municipal Utility District
SSHCP	South Sacramento Habitat Conservation Plan
TAC	toxic air contaminants
TDM	Transportation Demand Management
US 50	US Highway 50
VMT	vehicle miles travelled

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1 INTRODUCTION

1.1 BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

The City of Folsom (City) is updating the Folsom 2035 General Plan to incorporate the Housing Element Update for the sixth cycle planning period (June 30, 2021 through August 31, 2029) as well as related updates to the Safety and Noise Element and Land Use Element. In addition, the City is amending the Empire Ranch Specific Plan to modify allowed uses for the land use designation and zoning district related to regional-serving commercial land uses. These actions are hereinafter referred to as the “project”. The Housing Element identifies community housing needs and goals, policies, and programs to address those housing needs. In addition, the Housing Element inventories housing sites suitable to meet the City’s regional housing needs allocation (RHNA) identified by the Sacramento Council of Governments (SACOG) in the SACOG Regional Housing Needs Plan Cycle 6 (2021-2029). To meet the RHNA identified for lower-income households, the City is proposing to amend the Empire Ranch Specific Plan to allow for residential uses as a permitted use rather than subject to a conditional use permit. In addition, the Housing Element includes implementation programs to consider increasing densities in key locations near transit stations, along the East Bidwell Mixed Use Corridor, and within the Folsom Plan Area Town Center. No specific land use changes to these locations are being proposed for adoption at this time. In compliance with State law, updates to the Safety and Noise Element address climate adaptation and resilience. The City is also proposing updates to the Implementation Element to include new implementation programs associated with the proposed updates, and provide corrections to the responsible department(s) listed within the Implementation Element to better reflect City department procedures.

Pursuant to the California Environmental Quality Act (“CEQA”) (Public Resources Code (PRC) § 21000, *et seq.*), the City certified the Final Environmental Impact Report (Final EIR) (State Clearinghouse No. 2017082054) for the Folsom 2035 General Plan (General Plan EIR) on August 28, 2018. The City also adopted a Mitigation Monitoring and Reporting Program (MMRP) and Statement of Overriding Considerations.

As the lead agency under CEQA, the City has prepared this Environmental Checklist/Addendum in accordance with State CEQA Guidelines Section 15164 to evaluate whether the proposed project’s effects were adequately examined in the previous environmental analysis in the General Plan EIR or whether any changes trigger supplemental or subsequent review under State CEQA Guidelines Section 15162 or 15163. This Environmental Checklist/Addendum considers whether the environmental conditions that exist today have changed such that new or substantially more severe environmental impacts would occur compared to that evaluated in the General Plan EIR. As described below, no changes associated with the proposed project, and no changes in circumstances, trigger subsequent or supplemental review.

1.2 PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the General Plan involved the preparation of the following documents that are relevant to the consideration of the proposed project.

- ▶ Draft EIR for the Folsom 2035 General Plan, March 2018;
- ▶ Final EIR for the Folsom 2035 General Plan, May 2018;
- ▶ CEQA Findings of Fact and Statement of Overriding Considerations for the Folsom 2035 General Plan, May 2018; and,
- ▶ Mitigation Monitoring and Reporting Program for the Folsom 2035 General Plan, May 2018.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: 1) a subsequent environmental impact report (SEIR), 2) a Supplement to an EIR, or 3) an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no Subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a Subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Under Section 15164, an addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

Based on the criteria above, the City has determined that an addendum is the appropriate document.

This addendum is intended to evaluate and confirm CEQA compliance for proposed amendments to the Folsom 2035 General Plan, which would be a change relative to what is described and evaluated in the General Plan Final EIR. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the adopted General Plan, and

determine whether such changes were or were not adequately covered in the certified EIR. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the General Plan EIR. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and CEQA Guidelines Section 15162, 15163, 15164 and 15168.

A comprehensive update to the CEQA Guidelines has been completed since certification of the General Plan EIR. The checklist categories follow the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. Some additional questions have been included for potential impacts related to the project.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The project proposes to amend the Folsom 2035 General Plan (General Plan) to update the Housing Element, Land Use Element, and Safety and Noise Element, the Implementation Element, and amend the Empire Ranch Specific Plan, as described in further detail below.

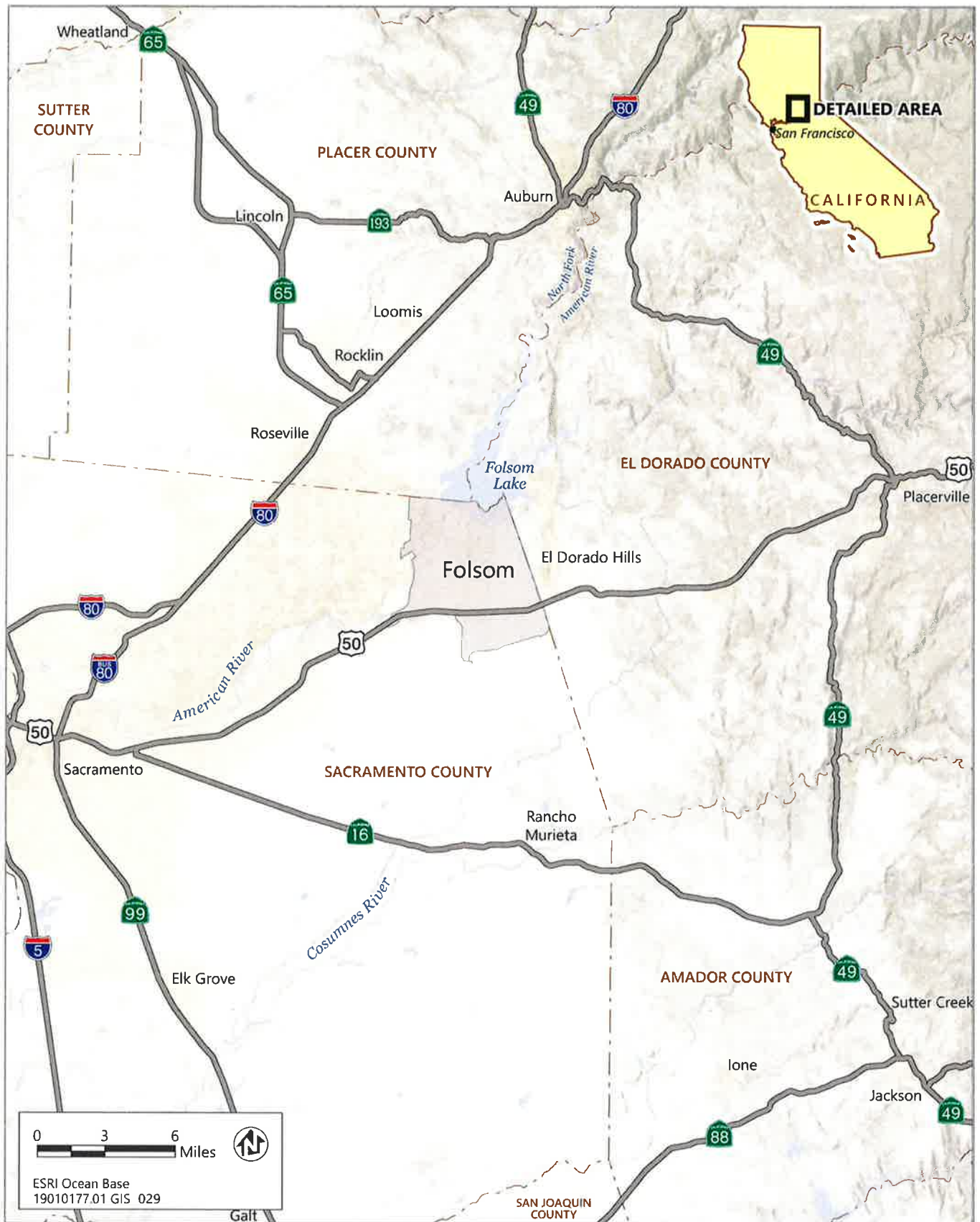
2.2 PROJECT LOCATION

The City of Folsom is located in northeastern Sacramento County in California's Sacramento Valley (Figure 2-1). The city limits are largely defined by county borders, physical features, and major roads and highways (US Highway 50 (US 50)). 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.

2.3 PROPOSED HOUSING ELEMENT UPDATE

The purpose of the Housing Element Update is to update the current Housing Element to plan for future residential development to meet regional growth objectives and State law (including new State laws passed since adoption of the current Housing Element). The proposed Housing Element Update would be compliant with Government Code Section 65583, which identifies the requirements for General Plan Housing Elements. In summary, Government Code Section 65583 requires that the Housing Element identify and analyze existing and projected housing needs, as well as establish goals, policies, and actions to address these housing needs, including adequate provisioning of affordable and special-needs housing (e.g., housing for agricultural workers, homeless people, seniors, single-parent households, large families, and persons with disabilities).

The Housing Element Update would address changes that have occurred since adoption of the current Housing Element. These changes include, among others, updated demographic information, housing needs data, and analysis of the availability of housing sites. The proposed Housing Element Update identifies available housing sites that could accommodate the City's RHNA for the 2021–2029 planning period. See Section 2.3.2, Housing Element Resource Inventory, for a description of the RHNA allocation for the City of Folsom.



Source: adapted by Ascent Environmental in 2020

Figure 2-1 Regional Location

The Housing Element includes the following components, consistent with the requirement of Government Code Section 65583:

- ▶ A review of the previous element’s goals, policies, programs, and objectives to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the Housing Element.
- ▶ An assessment of housing needs, an inventory of resources, and an analysis of constraints related to meeting these needs.
- ▶ An analysis of “at-risk” assisted housing developments that are eligible to change from low-income housing uses during the next 10 years.
- ▶ A statement of community goals, quantified objectives, and policies relative to the preservation, improvement, and development of housing.
- ▶ Implementation programs which set forth a schedule of actions that the City is undertaking or intends to undertake, in implementing the policies set forth in the Housing Element to identify and maintain adequate sites to accommodate the housing needs of all economic segments of the community.

2.3.1 Housing Element Policy Document

The Housing Element identifies goals and policies to assist the City in meeting its housing needs. The following goals are included in the Housing Element:

- ▶ **GOAL H-1: Adequate Land Supply for Housing.** 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.
- ▶ **GOAL H-2: Removing Barriers to the Production of Housing.** To minimize governmental constraints on the development of housing for households of all income levels.
- ▶ **GOAL H-3: Facilitating Affordable Housing.** To facilitate affordable housing opportunities to serve the needs of people at all income levels who live and work in the community.
- ▶ **GOAL H-4: Neighborhood Preservation and Housing Rehabilitation.** To encourage the conservation and maintenance of the existing housing stock, neighborhoods, and historic homes in Folsom.
- ▶ **GOAL H-5: Housing for Special Needs Groups.** 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.
- ▶ **GOAL H-6: Equal Opportunity and Fair Housing.** 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.
- ▶ **GOAL H-7: Residential Energy Conservation and Sustainable Development.** To reduce greenhouse gas emissions and promote energy conservation in residential development.
- ▶ **GOAL H-8: Administration and Implementation.** To ensure that Housing Element programs are implemented on a timely basis and progress of each program is monitored and evaluated annually.

The Housing Element Policy Document establishes the City’s housing program, which includes goals, policies, and implementation programs. The City’s housing goals are described above. The policies support achievement of the housing goals. The implementation programs established in the Policy Document are specific steps that the City will take to address its housing needs. The majority of implementations in the Housing Element commit the City to continuing to encourage the provision of affordable housing and housing appropriate for special needs groups and to encourage the maintenance of existing housing. Implementation programs that would ensure that the City continues to meet its RHNA are listed below. Additional programs are available for review in the Housing Element. The extent of potential future density changes under Implementation Program H-2 would be determined once this program is initiated and would be evaluated under subsequent environmental review under State CEQA Guidelines Section 15162.

H-1: Adequate Sites Monitoring. The City shall annually update the vacant and underutilized sites inventory and make the updated inventory available on the City website. The City shall make findings related to the potential impact on the City's ability to meet its share of the regional housing need when approving applications to rezone residentially designated properties or develop a residential site with fewer units or at a higher income than what is assumed for the site in the Housing Element sites inventory, consistent with "no-net-loss" zoning requirements in Government Code Section 65863.

H-2: Create Additional Lower-Income Housing Capacity. The City shall create additional opportunities for high-density housing to ensure the City maintains adequate capacity to meet the lower-income RHNA throughout the planning period. The City shall increase maximum allowable densities in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District, and Folsom Plan Area Specific Plan Town Center. The City shall coordinate with property owners along the East Bidwell Street corridor and within the Transit Priority Areas to identify and pursue residential development opportunities. The City shall review and revise Policy 4.7 of the Folsom Plan Area Specific Plan to increase the total number of dwelling units allowed in the Plan Area in order to satisfy the RHNA, as long as infrastructure needs are met. In addition, the City shall coordinate with property owners in the Folsom Plan Area to mitigate for the loss of lower-income housing sites to market rate housing.

After the 2021 Housing Element Update adoption, the City would evaluate specific housing development proposals based on their compliance with the General Plan, development standards (e.g., zoning), and other City Code requirements. Adoption of the 2021 Housing Element Update and associated proposed Program HE-2 would be a policy-level action to allow the City initiate to work on this program but does not commit the City to rezoning of specific parcels or changes in allowed residential density increases. Thus, environmental impacts from future implementation of this program cannot be determined at this time pursuant to State CEQA Guidelines Section 15145. Subsequent implementation of proposed Program H-2 would consist of planning activities and coordination with property owners in determining what parcels are appropriate for rezoning and/or increases in allowed residential densities. Once the extent of additional housing is determined, this action would undergo a separate environmental review process to determine if it would cause environmental impacts pursuant to CEQA.

2.3.2 Housing Element Resource Inventory

The RHNA quantifies the need for housing in each region statewide and is determined by the California Department of Housing and Community Development. SACOG is responsible for allocating the RHNA to each city and county in its region, which includes the City of Folsom. The SACOG Regional Housing Needs Plan for the 2021–2029 planning period was adopted in March 2020 and provides the RHNA methodology that applies to the project. Folsom's total RHNA for the 2021–2029 planning period is 6,363 units, allocated to specific income groups as shown in Table 2-1.

Table 2-1 City of Folsom Regional Housing Needs Allocation

	Very Low Income Level	Low Income Level	Moderate Income Level	Above Moderate Income Level	Total RHNA Income Level
2021-2029 RHNA	2,226	1,341	829	1,967	6,363

Source: SACOG 2020:ES-3

California Government Code Sections 65583 and 65583.2 require a parcel-specific inventory of appropriately zoned, available, and suitable sites to provide opportunities for the provision of housing to all income segments within the community. The sites inventory addresses how the City can meet projected housing needs. While the inventory analyzes sites available for the construction of new housing at all income levels, particular focus and analysis is done to identify sites available at the lower income categories. The City's evaluation of adequate sites began with a listing of individual sites by General Plan designation and zoning. The suitability analysis demonstrated these sites are currently available and unconstrained to provide development opportunities during the planning period (2021-2029). To demonstrate the development viability of the sites, the analysis addressed the following:

- ▶ vacant sites with zoning that allows for residential development; and

- ▶ nonvacant, underutilized sites with zoning that allows for residential development and are capable of being developed at a higher density or with greater intensity.

The sites inventory also includes a projection of the number of accessory dwelling units and multi-generational housing units expected to be built during the projection period.

Table 2-2 below provides a summary of the current residential holding capacity in the City of Folsom compared to its share of the regional housing need as assigned in the RHNA. Folsom has a total residential capacity (14,430) in excess of its RHNA for all units (6,363), including the residential capacity to meet the RHNA for each income category. The City has a surplus capacity of 4,387 units for above moderate-income households and a surplus capacity of 3,189 units for moderate-income households. Folsom also has a surplus capacity of 491 units for lower-income households (i.e., low- and very low-). This surplus accounts for one parcel within the Empire Ranch Specific Plan discussed below in Section 2.4. Proposed amendments to the Empire Ranch Specific Plan would allow for the development of 217 units, which are included in the row "Additional Housing Site," shown in Table 2-2.

Table 2-2 Estimated Residential Capacity Compared to RHNA by Income, City of Folsom, June 30, 2021 to August 31, 2029

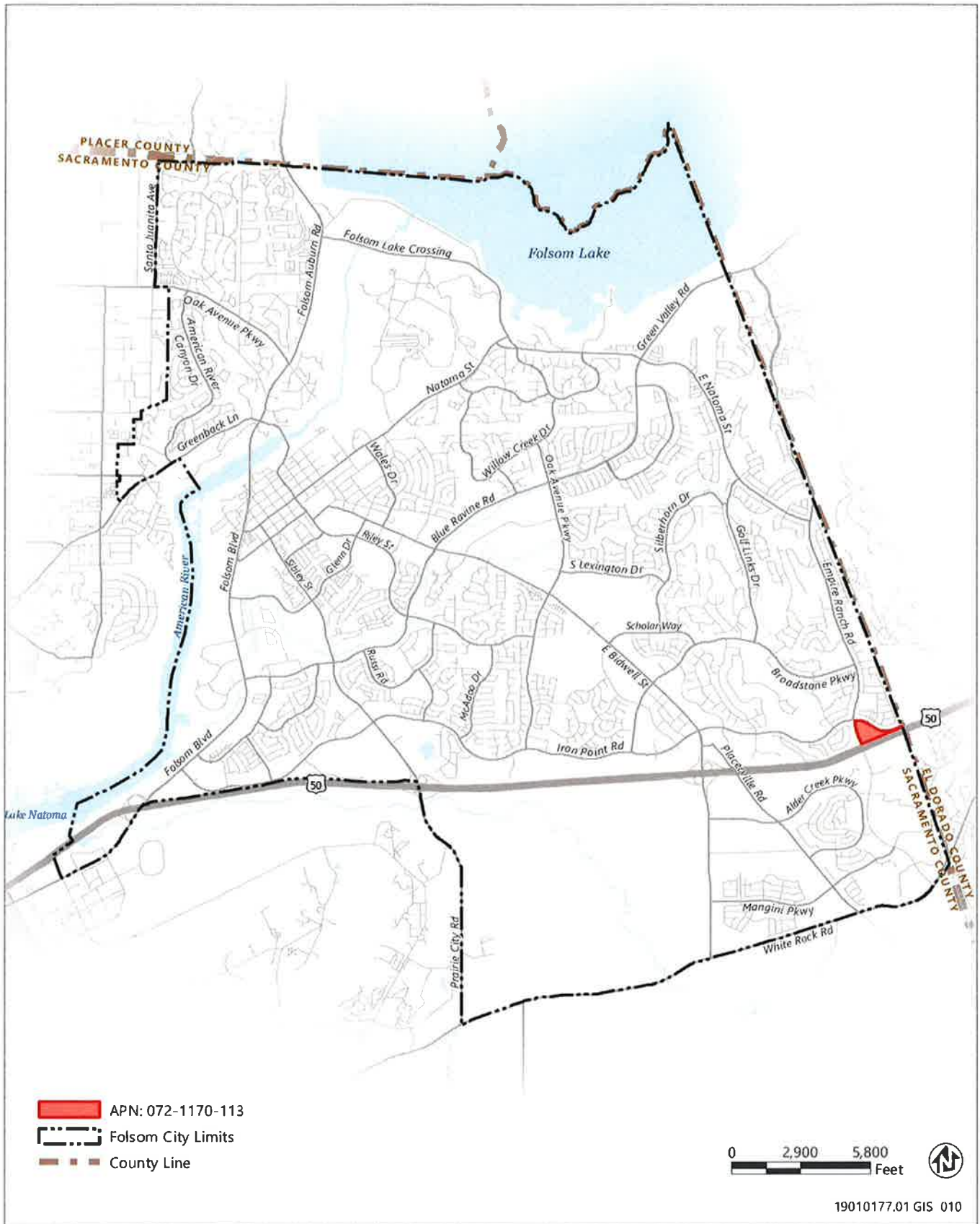
	Very Low-Income Units	Low- Income Units	Moderate-Income Units	Above Moderate-Income Units	Total Unit
	2,226	1,341	829	1,967	6,363
	3,567				
Planned and Approved Projects	129	216	1,269	3,815	5,429
Estimated Residential Capacity on Vacant and Underutilized Land	3,217		2,666	2,537	8,420
East Bidwell Mixed Use Corridor Sites	1,236		0	0	1,236
Transit Priority Area Sites	145		44	10	199
Folsom Plan Area Specific Plan Sites	1,344		2,615	2,190	6,149
Additional Housing Sites	492		7	337	836
Estimated Residential Capacity of Accessory Dwelling Units and Multi-Generational Units	496		83	2	581
Residential Capacity	4,058		4,018	6,354	14,430
Surplus	491		3,189	4,387	

Source: City of Folsom, and Ascent, 2020.

2.4 EMPIRE RANCH SPECIFIC PLAN AMENDMENT

The City is proposing to amend the Empire Ranch Specific Plan to allow multifamily dwellings at 15-30 units per acre as a permitted use under the regional commercial land use designation (RCC) and Commercial/ Central Business District (C-2) zoning. The specific plan currently allows apartment multifamily dwellings with approval of a conditional use permit under the regional commercial land use designation (RCC) and Commercial/ Central Business District (C-2) zoning.

The regional commercial land use designation (RCC) and Commercial/ Central Business District (C-2) zoning is only applicable to one parcel (APN 072-1170-113-0000) within the specific plan area (see Figure 2-2 and Figure 2-3). This parcel encompasses a gross area of 19.25 acres. However, only 60 percent of the parcel is developable resulting in a net area of 11.5 acres available for development. The specific plan amendment to allow for multifamily housing on the parcel as a permitted use would provide housing capacity to meet the City's lower-income RHNA for the sixth cycle planning period. Based on site characteristics and property owner input, the Housing Element Update assumes that approximately 8 acres of the parcel would be developed as multifamily residential providing housing capacity for 217 dwelling units. The remaining 3.5 developable acres of the parcel are anticipated for commercial development.



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

Figure 2-2 Empire Ranch Specific Plan Site Location



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

Figure 2-3 Aerial View of Empire Ranch Specific Plan Site

2.5 LAND USE ELEMENT UPDATE

The City proposes to amend the General Plan land use diagram to correct the East Bidwell Mixed Use Overlay shown on the land use diagram to remove residences located south of Riley Street, between Lembi Drive and Glenn Drive, from the overlay boundary. In addition, the City also proposes to remove Policy LU 9.1.10 Renewable and Alternative Energy Generation Systems of the Land Use Element. The policy is considered to be outdated, given advances in energy efficiency in California including the 2019 California Building Code requirements and local utility district increases in its renewable energy portfolio.

2.6 SAFETY AND NOISE ELEMENT UPDATE

In conjunction with the Housing Element Update, and in compliance with State law, the City is also updating the Safety and Noise Element of the General Plan to address climate adaptation and resilience strategies. This update includes changes to the noise standard table. In addition, the City has conducted a climate vulnerability assessment to identify the effects of climate change in Folsom and assess how these effects impact infrastructure, natural systems, agriculture, and public health. The Safety and Noise Element Update includes goals, policies, and implementation programs to address climate adaptation and resilience and evacuation. Proposed policies are listed below.

Emergency Preparedness

- ▶ SN 1.1.5 Climate Change Capacity Assessment

Maintain the City's capacity to respond to hazards affected by climate change by assessing future increases in the severity and frequency of these events and increase capacity as needed to adequately respond to future hazard impacts.

Flood Hazards

- ▶ SN 3.1.6 Climate Change Informed Flood Standards

In coordination with Sacramento County, update and maintain the City's flood management and development design standards based on the best available data regarding the increased intensity, duration, and frequency of future flood events due to climate change.

Wildfire Hazards

- ▶ SN 4.1.5 Wildfire Smoke Protection

Protect the City's population from the impacts on indoor and outdoor air quality from wildfire smoke through education and outreach and updated development standards, focusing on protection of vulnerable populations including youth and seniors.

Extreme Heat

The Safety and Noise Element Update would include a new section and goal, Extreme Heat. One new goal would be established for Extreme Heat: Goal SN7.1, Protect the City's critical infrastructure and citizens from the most severe effects of extreme heat events with an increased focus on protecting vulnerable populations including youth, seniors, and individuals with underlying health conditions. Policies proposed for this goal are provided below.

- ▶ SN 6.1.1 Upgrading Heat Sensitive Infrastructure

Upgrade existing heat-sensitive infrastructure in the city to withstand the future intensity and frequency of extreme heat events and update relevant design standards to ensure future infrastructure can withstand future extreme heat events.

- ▶ SN 6.1.2 Comprehensive Cool City Strategy
Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect through various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city.
- ▶ SN 6.1.3 Heat Sensitive Populations
Implement an education and outreach program to relevant businesses and institutions such as elderly care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events.
- ▶ SN 6.1.4 Climate-Smart Electricity Grid
Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods.

2.7 IMPLEMENTATION ELEMENT UPDATE

The City is proposing to update the Implementation Element of the General Plan to reflect the Safety and Noise Element Update, discussed above under Section 2.6. The Implementation Element would be revised to include new implementation programs to address evacuation routes, stormwater and flood management, wildfire and wildfire smoke protection, and extreme heat. In addition, the City would make corrections to the responsible department(s) listed under the Implementation Programs to better reflect City department procedures.

2.8 PROJECT APPROVALS

If approved, the Project would:

- ▶ Amend the City's General Plan to update the Housing Element, Safety and Noise Element, and Land Use Element, including revisions to the General Plan Land Use Diagram;
- ▶ Amend the Empire Ranch Specific Plan to allow multifamily residential development as a permitted use under the regional commercial land use designation and commercial/central business district zoning.

After adoption, the updated Housing Element would be submitted to HCD for certification.

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3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the General Plan EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines, as updated December 28, 2018. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but rather that there is no change in the condition or status of the impact because it was previously analyzed and adequately addressed with mitigation measures in the General Plan EIR. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the proposed project were adequately addressed in the General Plan EIR, and the environmental impact significance conclusions of the General Plan EIR remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact was Analyzed

This column provides a cross-reference to the pages of the General Plan EIR where information and analysis may be found relative to the environmental issue listed under each topic. Unless otherwise specified, all references point to the General Plan Draft EIR document. Changes to the Draft EIR included in the Final EIR does not affect any information provided in this document.

3.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed by the Housing Element Update and Safety and Noise Element Update, as it is described in the certified General Plan EIR is indicated in the columns to the right of the environmental issues.

3.1.3 Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more

significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered 'Yes' requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels.

3.1.5 Do Prior Environmental Documents and Mitigation Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the proposed amendment are listed under each environmental category. New mitigation measures are included, if needed.

3.2.3 Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

3.2.4 Acronyms Used in Checklist Tables

Acronyms used in the Environmental Checklist tables and discussions include:

EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FEIR	Final Environmental Impact Report
MM	Mitigation Measure
NA	not applicable

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
1. Aesthetics. Would the Project:				
a. Have a substantial adverse effect on a scenic vista?	Setting pp. 6-1 to 6-4; Impact AES-1	No	No	Yes, but impact remains significant and unavoidable
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?	Setting pp. 6-1 and 6-2; Impact AES-2	No	No	Yes, but impact remains significant and unavoidable
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Setting pp. 6-1 to 6-4; Impact AES-1	No	No	Yes, but impact remains significant and unavoidable
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Setting p. 6-4; Impact AES-3	No	No	Yes, but impact remains significant and unavoidable

4.1.1 Discussion

Since certification of the General Plan EIR, construction of planned development of the Folsom Area Plan Specific Plan area (south of US 50) has commenced that has altered the visual character of this area. No other new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be significant impacts related to adverse effects on a scenic vista or scenic character, damage to scenic resources within a scenic corridor, and new sources of light or glare that would adversely affect day or nighttime views. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure AES-3a: Add New Policy NCR 2.1.3: Light Pollution Reduction.
- ▶ Mitigation Measure AES-3b: Add New Implementation Program NCR-6: Lighting Design Standards.

The General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts on existing scenic vistas and visual character, damage to a scenic corridor, and new skyglow effects.

The project includes updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element including revisions to policies and programs, which would not result in physical changes affecting scenic vistas, visual character, scenic highways, or light and glare. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to scenic quality, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards (e.g., Municipal Code and design review process), entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to aesthetic resources.

No new significant effect related to aesthetic resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on aesthetic resources included in the General Plan EIR remain valid.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
2. Agriculture and Forestry Resources. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Setting pp. 7-1 and 7-2; impact discussed on pp. 7-4 and 7-5	No	No	Not applicable
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting p. 7-2; impact discussed on p. 7-5	No	No	Not applicable
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Setting pp. 7-1 and 7-2; impact discussed on page 7-5	No	No	Not applicable
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Setting page 7-5; impact discussed on page 7-5	No	No	Not applicable
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Setting p. 7-1; Impact AG-1	No	No	No mitigation measures are available

4.2.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be no impact related to a conflict with zoning of forest land or the loss or conversion of forest land; a less-than-significant impact related to the conversion of Farmland and a conflict with existing zoning for agricultural use or a Williamson Act contract; and a significant impact involving other changes in the environment that, because of their location or nature, could result in conversion of Farmland to nonagricultural use. No mitigation measures are available to address this significant impact. The General Plan EIR concluded that buildout of the 2035 General Plan would result in a significant and unavoidable impact involving other changes in the environment that, because of their location or nature, could result in conversion of Farmland to nonagricultural use.

The General Plan EIR indicated that there would be less-than-significant impacts related to conversion of Farmland to other uses, conflicts with existing zoning for agricultural use or a Williamson Act Contract, and forest land or timberland.

The project includes revisions to housing policies and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting agriculture or forestry resources. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to agricultural and forest resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

No new significant effect related to agriculture or forestry resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on agriculture and forestry resources included in the General Plan EIR remain valid.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Setting p. 8-10 to 8-14; Impact AQ-3, p. 8-31 to 8-32;	No	No	Not Applicable
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Setting p. 8-2 to 8-8; Impact AQ-1 and AQ-2, p. 8-21 to 8-30; Impact AQ-4, p. 8-33 to 8-34;	No	No	Yes, but impact remains significant and unavoidable
c. Expose sensitive receptors to substantial pollutant concentrations?	Setting p. 8-5 to 8-8; Impact AQ-5, p. 8-34 to 8-41	No	No	Yes, impact remains significant and unavoidable
d. Result in other emissions (e.g. those leading to odors) adversely affecting a substantial number of people?	Setting p. 8-9; Impact AQ-6, p. 8-38 to 8-41	No	No	Yes, impact remains significant and unavoidable

4.3.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification that would change the impact conclusions of the General Plan EIR.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related to consistency with air quality plans and increased mobile-source emissions of carbon monoxide. Potentially significant impacts were identified related to increased operational emissions, increase health risks associated with toxic air contaminants (TACs), and increased exposure to odor emissions.

The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure AQ-2a: Modify Policy NCR 3.1.5: Emission Reduction Threshold for New Development.
- ▶ Mitigation Measure AQ-2b: Implement Mitigation Measures GHG-1 through GHG-17.
- ▶ Mitigation Measure AQ-6: Modify Policy NCR 3.1.6: Sensitive Uses.

Implementation of identified mitigation measures in the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to increased operational emissions, increased health risks associated with toxic air contaminants, and increased exposure to odor emissions.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting implementation of air quality plans, increases in criteria air pollutants, exposure to pollutant concentrations,

or result in exposure of other emissions, such as odors. Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to air quality, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's entitlement process, compliance with Sacramento Metropolitan Air Quality Management District rules and guidance, and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to air quality.

No new significant effect related to air quality would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to air quality included in the General Plan EIR remain valid.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
4. Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Setting p. 9-5 to 9-20; Impact BIO-1, p. 9-27 to 9-34	No	No	Yes, but impact remains significant and unavoidable
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Setting p. 9-2 to 9-4. Impact BIO-2, p. 9-34 to 9-39	No	No	Not Applicable
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Setting p. 9-4 Impact BIO-3, p. 9-39 to 9-43	No	No	Yes, but impact remains significant and unavoidable
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Setting p. 9-3 to 9-4 and 9-11 to 9-19 Impact BIO-4, p. 9-44 to 9-46	No	No	Not Applicable
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Setting p. 9-21 to 9-24 Impact p. 9-26	No	No	Not Applicable
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Impact p. 4-6 and 9-26	No	No	Not Applicable

4.4.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related riparian habitat and natural communities as well as migratory fish and wildlife. Potentially significant impacts were identified for adverse effects to special-status species and wetlands.

The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure BIO-1: Modify Policy NCR 1.1.1: Habitat Preservation.
- ▶ Mitigation Measure BIO-3: Implement Mitigation Measure BIO-1.

The General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to adverse effects to special-status species and wetlands.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting special-status species, riparian or natural communities' habitat, wetlands, migratory fish and wildlife, and local policies, ordinances, or habitat conservation plans. Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to biological resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to biological resources.

No new significant effect related to biological resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to biological resources included in the General Plan EIR remain valid.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
5. Cultural Resources. Would the project				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Setting p. 10-1 to 10-2 and p. 10-8 to 10-16; Impact CUL-1, p. 10-19 to 10-22	No	No	No mitigation measures are available
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Setting p. 10-7 to 10-16; Impacts CUL-2, p. 10-23 to 10-26	No	No	Yes, but impact remains significant and unavoidable
c. Disturb any human remains, including those interred outside of formal cemeteries?	Impact CUL-4, p. 10-30 to 10-32	No	No	Not Applicable

4.5.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related to disturbance of human remains. Potentially significant impacts were identified in the General Plan EIR related to adverse changes in the significance of historical resources and archaeological resources. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure CUL-2: Add new Implementation Program NCR 7: Management of Inadvertently Discovered Cultural Resources

Even after implementation of identified mitigation measures, the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts to historical resources and archaeological resources.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting historical or archaeological resources, or human remains. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to cultural resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to cultural resources.

No new significant effect related to cultural resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on cultural resources included in the General Plan EIR remain valid.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
6. Energy. Would the project				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Setting p. 21-12 to 12-15; Impact ENR-1, p. 21-16 to 12-19	No	No	Yes
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Setting p. 12-7 to 12-8; Impact GHG-1, p. 12-21 to 12-34	No	No	Yes

4.6.1 Discussion

A comprehensive update to the CEQA Guidelines has been completed since certification of the General Plan EIR. Appendix G of the CEQA Guidelines, which became effective on December 28, 2018, was revised to include Energy as a category of analysis. At the time of the 2035 General Plan EIR, energy was included in Appendix F of the CEQA Guidelines and energy-related impacts were addressed under Section 21, "Required CEQA Analyses." This analysis has been added into the checklist, in response to the 2018 update to the CEQA Guidelines. Because energy was previously addressed in the EIR, this analysis does not constitute new information of substantial importance under CEQA Guidelines section 15162.

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the California Energy Commission (CEC) on May 9, 2018 and took effect on January 1, 2020. The standards are designed to move the State closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the site electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting. The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be potentially significant impacts related to consumption of energy and conflicts with applicable plans. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure ENR-1: Implement Mitigation Measures GHG-1 through GHG-17
- ▶ Mitigation Measure GHG-1: Add new Implementation Program PFS-22: Renewable Energy in City-Operated Facilities
- ▶ Mitigation Measure GHG-2: Add new Policy PFS 8.1.9 Water Heater Replacement

- ▶ Mitigation Measure GHG-3: Add new Implementation Program PFS-23 High-Efficiency or Alternatively-Powered Water Heater Replacement Program
- ▶ Mitigation Measure GHG-4: Add new Implementation Program PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs
- ▶ Mitigation Measure GHG-5: Modify Policy LU 1.1.13 Sustainable Building Practices
- ▶ Mitigation Measure GHG-6: Add new Implementation Program LU-6 Encourage Green Building
- ▶ Mitigation Measure GHG-7: Add new Implementation Program LU-7 Encourage Zero Net Energy
- ▶ Mitigation Measure GHG-8: Add new Implementation Program PFS-25 Zero Net Energy Development
- ▶ Mitigation Measure GHG-9: Add new Implementation Program PFS-26 Renewable Diesel
- ▶ Mitigation Measure GHG-10: Amend Implementation Program M-1 Transportation Demand Management
- ▶ Mitigation Measure GHG-11: Amend Implementation Program PFS-14 Energy Efficient Fleet
- ▶ Mitigation Measure GHG-12: Amend Policy M 1.1.4 Existing Streets Retrofits
- ▶ Mitigation Measure GHG-13: Amend Implementation Program M-8 Bicycle and Pedestrian Funding
- ▶ Mitigation Measure GHG-14: Amend Policy PFS 9.1.3 Recycling Target
- ▶ Mitigation Measure GHG-15: Add new Implementation Program PFS-27 Reduce Water Consumption in New Development
- ▶ Mitigation Measure GHG-16: Add new Policy NCR 3.2.8 GHG Analysis Streamlining for Projects Consistent with the General Plan

Through implementation of the identified mitigation measures, the General Plan EIR concluded that buildout of the 2035 General Plan would result in less-than-significant impacts related to energy.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting energy resources or conflicts with energy-related plans. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to energy, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to energy.

No new significant effect related to energy would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on energy included in the General Plan EIR remain valid.

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
7. Geology and Soils. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Setting pp. 11-1 to 11-4; Impact GEO-1	No	No	Not applicable
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)				
ii. Strong seismic ground shaking?				
iii. Seismic-related ground failure, including liquefaction?				
iv. Landslides?				
b. Result in substantial soil erosion or the loss of topsoil?	Setting pp. 11-5 and 11-6; Impact GEO-2	No	No	Not applicable
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Setting pp. 11-4 and 11-5; Impact GEO-3	No	No	Not applicable
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	Setting p. 11-4; Impact GEO-3	No	No	Not applicable
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Impact discussed on p. 11-11	No	No	Not applicable
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pp. 10-7 and 10-12; Impact CUL-3	No	No	Yes

4.7.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less-than-significant impacts related to risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslide; substantial soil erosion or the loss of topsoil; hazards related to unstable or expansive soils; and soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The General Plan EIR also indicated that there would be a significant impact related to damage to or destruction of previously unknown unique paleontological resources during construction-related activities. The following mitigation measure was included in the General Plan EIR analysis to address the significant impact on paleontological resources and would continue to apply to subsequent development:

- ▶ Mitigation Measure CUL-3: Add new Implementation Program NCR 8: Management of Paleontological Resources.

The General Plan EIR concluded that the impact on paleontological resources under the 2035 General Plan would be reduced to less than significant with implementation of Mitigation Measure CUL-3.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting geology or soils. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to geology and soils, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards under the Municipal Code (e.g., grading requirements and City Standard Construction Specifications), entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to geology and soils.

No new significant effect related to geology or soils would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on geology and soils included in the General Plan EIR remain valid.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
8. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Setting p. 12-2 to 12-4; Impact GHG-1, p. 12-21 to 12-33; Impact GHG-2, p. 12-33 to 12-38.	No	No	Yes, but impact remains significant and unavoidable
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Setting p. 12-6 to 12-10; Impact GHG-1, p. 12-21 to 12-33.	No	No	Yes

4.8.1 Discussion

Senate Bill (SB) 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The proposed revisions to the State CEQA Guidelines would establish new criteria for determining the significance of a project’s transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. In 2018, the State CEQA Guidelines were updated to reflect analysis of vehicle miles travelled (VMT) rather than congestion when considering transportation impacts. The Governor’s Office of Planning and Research (OPR) provided updated guidance for how to consider VMT impacts in December 2018. Section 4.17, Transportation, below, provides more information related to this guidance.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be potentially significant impacts related to conflicts with an applicable plan, policy or regulation governing greenhouse gas emissions, as well as generation of greenhouse gas. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure GHG-1: Add new Implementation Program PFS-22: Renewable Energy in City-Operated Facilities
- ▶ Mitigation Measure GHG-2: Add new Policy PFS 8.1.9 Water Heater Replacement
- ▶ Mitigation Measure GHG-3: Add new Implementation Program PFS-23 High-Efficiency or Alternatively-Powered Water Heater Replacement Program
- ▶ Mitigation Measure GHG-4: Add new Implementation Program PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs
- ▶ Mitigation Measure GHG-5: Modify Policy LU 1.1.13 Sustainable Building Practices
- ▶ Mitigation Measure GHG-6: Add new Implementation Program LU-6 Encourage Green Building
- ▶ Mitigation Measure GHG-7: Add new Implementation Program LU-7 Encourage Zero Net Energy

- ▶ Mitigation Measure GHG-8: Add new Implementation Program PFS-25 Zero Net Energy Development
- ▶ Mitigation Measure GHG-9: Add new Implementation Program PFS-26 Renewable Diesel
- ▶ Mitigation Measure GHG-10: Amend Implementation Program M-1 Transportation Demand Management
- ▶ Mitigation Measure GHG-11: Amend Implementation Program PFS-14 Energy Efficient Fleet
- ▶ Mitigation Measure GHG-12: Amend Policy M 1.1.4 Existing Streets Retrofits
- ▶ Mitigation Measure GHG-13: Amend Implementation Program M-8 Bicycle and Pedestrian Funding
- ▶ Mitigation Measure GHG-14: Amend Policy PFS 9.1.3 Recycling Target
- ▶ Mitigation Measure GHG-15: Add new Implementation Program PFS-27 Reduce Water Consumption in New Development
- ▶ Mitigation Measure GHG-16: Add new Policy NCR 3.2.8 GHG Analysis Streamlining for Projects Consistent with the General Plan
- ▶ Mitigation Measure GHG-17: Modify Policy NCR 3.2.5 Climate Change Assessment and Monitoring.

Even after implementation of the identified mitigation measures, the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to greenhouse gasses.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting GHG generation or conflicts with applicable plan, policy or regulations related to reducing GHG emissions. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to greenhouse gas emissions, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant State policies and consistency with all relevant City General Plan policies related to GHGs that would include the Greenhouse Gas Emissions Reduction Strategy (Appendix A of the General Plan).

No new significant effect related to GHGs would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on GHGs included in the General Plan EIR remain valid.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
9. Hazards and Hazardous Materials. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Impacts HZ-1 and HZ-2	No	No	Not applicable
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Setting p. 13-1 to 13-5; Impacts HZ-1 and HZ-2	No	No	Not applicable
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Setting p. 13-1 to 13-5; Impact HZ-4	No	No	Not applicable
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Setting pp. 13-1 to 13-4; Impact HZ-3	No	No	Not applicable
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Setting p. 13-9; Impacts discussed on page 13-17	No	No	Not applicable
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Impacts discussed on page 17-47	No	No	Not applicable
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Setting pp. 13-5, 13-7 to 13-9; Impact HZ-5	No	No	Yes

4.9.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be no impact related to airports and less-than-significant impacts related to creating a significant hazard through the routine transport, use, or disposal of hazardous materials; creating a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and being located on a site included on a list of hazardous materials sites and, as a result, creating a significant hazard to the public or the environment. The General Plan EIR also indicated that there would be a significant impact related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. In addition, the 2035 General Plan contains policies that will avoid impacts to emergency access. The following mitigation measure was included in the General Plan EIR analysis to address the significant impact related to wildland fires and would continue to apply to subsequent development:

- ▶ Mitigation Measure HZ-5: Add new Policy SN 4.1.4: Wildland Fire Risk Reduction.

The General Plan EIR concluded that the impact related to wildland fires under the 2035 General Plan would be reduced to less than significant with implementation of Mitigation Measure HZ-5.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting hazards to the public or the environment related to exposure to hazardous materials or sites; location of a project near an airport; or exposure to a significant risk of loss, injury, or death involving wildland fires. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional-serving commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to hazards and hazardous materials, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to hazards and hazardous materials.

No new significant effect related to hazards and hazardous materials would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to hazards and hazardous materials included in the General Plan EIR remain valid.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
10. Hydrology and Water Quality. Would the Project				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Setting pp. 14-4 and 14-5; Impacts HWQ-1	No	No	Not applicable
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Setting pp. 14-4 to 14-5; impact discussed on page 14-14	No	No	Not applicable
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Setting pp. 14-1 to 14-3; Impacts HWQ-2, HWQ-3, HWQ-4, and HWQ-5	No	No	Not applicable for Impact HWQ-2 Yes for Impacts HWQ-3, HWQ-4, and HWQ-5
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or				
iv. impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Setting pp. 14-6 and 14-7; impact discussed on page 14-14	No	No	Not applicable
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Not addressed, no impact	No	No	NA

4.10.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less-than-significant impacts related to violations of water quality standards or waste discharge requirements or other substantial degradation of surface water or groundwater quality; substantial decreases in groundwater supplies or substantial interference with groundwater recharge such that

sustainable groundwater management of the basin would be impeded; substantial alteration of the drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site; and in flood hazard, tsunami, or seiche zones, risk of release of pollutants related to project inundation.

The General Plan EIR also indicated that there would be significant impacts related to substantial alteration of the drainage pattern of the site or area in a manner that would result in a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, and impede or redirect flood flows. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure HWQ-3a: Modify Policy SN 3.1.1: 100-Year Floodway.
- ▶ Mitigation Measure HWQ-3b: Modify Policy SN 3.1.4: Flood Control Costs.
- ▶ Mitigation Measure HWQ-3c: Modify City of Folsom Municipal Code Chapter 14.32.
- ▶ Mitigation Measure HWQ-4: Implement Mitigation Measure HWQ-3a, HWQ-3b, and HWQ 3c.
- ▶ Mitigation Measure HWQ-5: Implement Mitigation Measure HWQ-3a, HWQ-3b, and HWQ 3c.

The General Plan EIR concluded that all three of these significant hydrology and water quality impacts under the 2035 General Plan would be reduced to less than significant with implementation of Mitigation Measures HWQ-3a, HWQ-3b, HWQ-3c, HWQ-4, and HWQ-5.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes that would lead to violations of any water quality standard or waste discharge requirements or other degradation of water quality; a substantial decrease in groundwater supplies or substantial interference with groundwater recharge; a substantial alteration in the drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site, a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, creation or contribution of runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or the impeding or redirecting of flood flows; or, in flood hazard, tsunami, or seiche zones, the risk that pollutants would be released because of project inundation. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to hydrology and water quality, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards (Municipal Code and Standard Construction Specifications), entitlement process, and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to hydrology and water quality.

No new significant effect related to hydrology and water quality would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on hydrology and water quality included in the General Plan EIR remain valid.

4.11 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
11. Land Use and Planning. Would the project:				
a. Physically divide an established community?	Setting p. 4-1 to 4-4; Impact discussion p. 4-5	No	No	Not Applicable
b. Create a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Setting p. 4-2 to 4-4; Impact discussion p. 4-6	No	No	Not Applicable

4.11.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR states that the 2035 General Plan has been designed as a cohesive plan that builds upon existing neighborhoods and previously approved development. Because the majority of new development in existing neighborhoods would occur within existing subdivisions or other approved project areas, or within the existing vacant area south of Highway 50, implementation of the 2035 General Plan would not physically divide an existing established community. Additionally, the City of Folsom is not a participating party in the South Sacramento Habitat Conservation Plan (SSHCP), and all areas of the city are outside of the SSHCP coverage boundaries. Except for Planning Areas 1 (Easton/Glenborough) and 2 (south of White Rock Road), which both remain in Sacramento County and would be subject to the SSHCP, no other Habitat Conservation Plans or Natural Community Conservation Plans have been adopted or are in process within the area covered by the 2035 General Plan.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting division of an established community or conflicts with any land use plans. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to land use and planning, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's development standards (Municipal Code), entitlement process, and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to land use.

No new significant effect related to land use would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on land use included in the General Plan EIR remain valid.

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
12. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Setting p. 11-6; Impact GEO-4	No	No	No mitigation measures are available
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Setting p. 11-6; Impact GEO-4	No	No	No mitigation measures are available

4.12.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be a significant impact related to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No mitigation measures are available to address this impact. Therefore, the General Plan EIR concluded that buildout of the 2035 General Plan would result in a significant and unavoidable impact related to the loss of availability of a locally important mineral resource recovery site.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, and Implementation Element, which would not result in physical changes affecting the availability of mineral resources. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional-serving commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to mineral resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards (Municipal Code), entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to mineral resources.

No new significant effect related to mineral resources would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on mineral resources included in the General Plan EIR remain valid.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
13. Noise. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Setting p. 15-1 to 15-19, p. 15-21 to 15-25 Impacts N-1 and N-2, p. 15-37 to 15-43	No	No	Yes, but impact remains significant and unavoidable
b. Generation of excessive groundborne vibration or groundborne noise levels?	Setting p. 15-1 to 15-19 Impact discussion Impact N-4, p. 15-46 to 15-47	No	No	Not applicable
c. For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Setting p. 15-11 to 15-13; Impact discussion p. 15-36 and Impact N-3, p. 15-44 to 15-45	No	No	Yes

4.13.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related to temporary increases in ambient noise levels, as well as noise and vibration. Potentially significant impacts were identified in the General Plan EIR related to permanent increases in ambient noise levels and exposure to adverse levels of aircraft noise. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure N-1: Add Implementation Program SN-1: Adopt a Noise Reduction Program
- ▶ Mitigation Measure N-3: Issue disclosure statements

Even after implementation of identified mitigation measures, the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to permanent increases in ambient noise levels. Impacts related to vibration would be less than significant.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting ambient noise levels, adverse levels of aircraft noise, or noise and vibration. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to noise, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's noise standards, entitlement process, and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to noise and vibration.

No new significant effect related to noise and vibration would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to noise and vibration included in the General Plan EIR remain valid.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
14. Population and Housing. Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Setting p. 4-6 to 4-8 Impact discussion p. 4-14 to 4-17	No	No	NA
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Setting p. 4-8 to 4-11; Impact discussion p. 4-17	No	No	NA

4.14.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that implementation of the 2035 General Plan would not result in the displacement of substantial numbers of persons or housing. The General Plan EIR also indicated there would be no growth-inducing impacts related to the 2035 General Plan.

The purpose of the Housing Element Update is to identify and analyze existing and projected housing needs, as well as establish goals, policies, and actions to address these housing needs, including adequate provisioning of affordable and special-needs (e.g., agricultural workers, homeless people, seniors, single-parent households, large families, and persons with disabilities) housing. It would not remove housing or otherwise displace substantial numbers of people or homes.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development would occur beyond what was addressed in the General Plan EIR.

SACOG produces housing projections for the cities and counties in the Sacramento region, including the city of Folsom. Based on SACOG’s most recent projections, released in 2019, the number of housing units in the City is projected to grow from 27,550 in 2016 to 38,010 in 2040 (with a 1.35 percent annual growth rate). The population increase and development potential associated with the project would be included within the relevant estimates and SACOG projections and thus generally consistent with City and regional growth assumptions. Because the project would not propose new homes or businesses, or extend roads or other infrastructure, it would not induce substantial growth. In addition, no people or housing would be displaced due to the project, and thus no replacement housing necessary.

No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the General Plan EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to population and housing.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?	
15. Public Services.					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any public services:				
i.	Fire protection?	Setting pp. 16-1 to 16-3; Impact PSR-1	No	No	Not applicable
ii.	Police protection?	Setting pp. 16-2 to 16-4; Impact PSR-1	No	No	Not applicable
iii.	Schools?	Setting pp. 16-4 to 16-7; Impact PSR-1	No	No	Not applicable
iv.	Parks?		See below in Section 4.16, "Recreation"		
ii.	Other Government Facility?	Not addressed, no impact	No	No	Not applicable

4.15.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be a less-than-significant impact related to providing new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, and schools. No mitigation is required for these impacts.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting the need for new or physically altered governmental facilities. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to public services, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's development standards, entitlement process, and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant County General Plan policies related to public services.

No new significant effect related to public services would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on public services included in the General Plan EIR remain valid.

4.16 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
16. Recreation.				
a. Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Setting pp. 16-7 to 16-17; Impact PSR-2	No	No	Not applicable
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Setting pp. 16-7 to 16-17; Impacts PSR-1, PSR-3, and PSR-4	No	No	Not applicable for Impacts PSR-1 and PSR-3 Yes for Impact PSR-4

4.16.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less-than-significant impacts related to the physical deterioration of neighborhood or regional parks or other recreational facilities as a result of increased use and related to possible adverse physical effects on the environment associated with constructing or expanding City of Folsom recreational facilities. The General Plan EIR also indicated that there would be a significant impact related to possible adverse physical effects on the environment associated with constructing or expanding State and regional recreational facilities. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure PSR-4a: Modify Policy LU 1.1.10: Network of Open Space.
- ▶ Mitigation Measure PSR-4b: Modify Goal LU 5.1.
- ▶ Mitigation Measure PSR-4c: Modify Policy LU 5.1.1: River District Overlay.
- ▶ Mitigation Measure PSR-4d: Modify Policy LU 5.1.2: Vision for the River District.
- ▶ Mitigation Measure PSR-4e: Modify Policy LU 5.1.3: River District Master Plan.
- ▶ Mitigation Measure PSR-4f: Modify Policy LU 5.1.4: Enhance Lake Natoma with Compatible Recreation Uses.
- ▶ Mitigation Measure PSR-4g: Modify Policy PR 4.1.1: Coordination with State and County Parks.
- ▶ Mitigation Measure PSR-4h: Modify Policy PR 4.1.3: County, State, and Federal Cooperation.
- ▶ Mitigation Measure PSR-4i: Modify Policy PR 4.1.5: Waterway Recreation and Access.
- ▶ Mitigation Measure PSR-4j: Modify the 2035 General Plan Land Use Diagram – Transit Priority Areas.
- ▶ Mitigation Measure PSR-4k: Modify the 2035 General Plan Land Use Diagram – River District.

- ▶ Mitigation Measure PSR-4l: Modify the General Plan Land Use Diagram – Planning Area 1.
- ▶ Mitigation Measure PSR-4m: Modify the 2035 General Plan Land Use Diagram – Planning Area 2.

The General Plan EIR concluded that the impact related to possible adverse physical effects on the environment associated with constructing or expanding State and regional recreational facilities under the 2035 General Plan would be reduced to less than significant with implementation of these mitigation measures.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes related to the use, construction, or expansion of neighborhood or regional parks or other recreational facilities. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to recreation, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation, where residential development is currently allowed with the Conditional Use Permit.

Future housing projects would continue to be reviewed through the City's park dedication requirements and associated fees, entitlement process, and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to recreation.

No new significant effect related to recreation would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts on recreation included in the General Plan EIR remain valid.

4.17 TRANSPORTATION

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
17. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Impact discussed on p. 17-47 to 17-48	No	No	Not Applicable
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Setting p. 17-31 to 17-28 – 8-29. VMT estimates p. 17-38	No	No	Not Applicable
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Impact discussed on p. 17-47 to 17-48	No	No	Not Applicable
d. Result in inadequate emergency access?	Impact discussed on p. 17-47 to 17-48	No	No	Not Applicable

4.17.1 Discussion

The General Plan EIR used automobile delay or level of service (LOS) as the primary metric to evaluate the project’s CEQA transportation impacts, consistent with industry standards and the City General Plan goals and policies at the time.

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 (Steinberg) into law and started a process to change transportation impact analysis as part of CEQA compliance. SB 743 directed the California Office of Planning and Research (“OPR”) to revise the CEQA Guidelines to modify the criteria for determining the significance of transportation impacts to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Section 15064.3 of the State CEQA Guidelines, adopted in December 2018, provides that vehicle miles traveled (VMT) is the “most appropriate measure of transportation impacts” and mandates analysis of VMT impacts effective July 1, 2020. LOS, or other measures of automobile delay, are no longer considered significant environmental impacts under CEQA. (Pub. Res. Code, § 21099(b)(2).)

As provided in CEQA Guidelines Section 15007, “amendments to the guidelines apply prospectively only,” and CEQA documents must meet the “content requirements in effect when the document was set out for public review,” and “shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved.” (CEQA Guidelines, Section 15007(c)). An assessment of the change in VMT under existing and 2035 conditions was disclosed as part of the General Plan EIR. This assessment determined that implementation of the General Plan would result in a net increase in total VMT of approximately 45.6 percent as compared to existing conditions. However, a VMT impact analysis consistent with the requirements of PRC Section 21099, and State CEQA Guidelines Section 15064.3 was not conducted because it was not required under CEQA at the time; and thus, no significance conclusion related to VMT was provided in the General Plan EIR.

The use of VMT as the primary metric for analyzing transportation impacts was not common in CEQA documents at the time of certification of the General Plan EIR. However, the effects of VMT on the environment as it relates to GHG emissions, multimodal transportation networks, and land use development patterns were known at the time the General Plan EIR was prepared; and thus, could have been evaluated in the transportation chapter of the EIR at that

time. Therefore, the evaluation provided below does not constitute “new information” as defined in State CEQA Guidelines Section 15162.

As directed by Section 15007, the General Plan EIR does not need to be revised to conform to the new VMT requirements. In addition, the change in law (replacement of the LOS standard with VMT) does not constitute new significant information under CEQA (PRC 21166 or CEQA Guidelines 15162) as it does not constitute a new impact caused by the changes proposed in the project.

For these reasons, this section provides the environmental and regulatory setting related to VMT, as well as new analysis of the VMT generated by the project. LOS may be reviewed by the City as part of development review and mitigation measures identified in the General Plan EIR related to LOS may be required by the City as a condition of approval. However, because LOS is no longer considered an appropriate metric for analyzing transportation impacts on the environment, analysis and mitigation measures related to LOS are not included in this discussion. Additionally, as part of the 2018 updates to the CEQA Guidelines the analysis of safety as it relates air traffic patterns and facilities was removed from Section XVII. Transportation in Appendix G of the State CEQA Guidelines. Therefore, transportation impacts related to a change in air traffic patterns or facilities are not included in this discussion.

The General Plan EIR includes Implementation Program M-14. Vehicle Miles Travelled Thresholds to be addressed in the updated Mobility Element of the 2035 General Plan., The City of Folsom will do the following as set forth in 2035 General Plan:

- ▶ Anticipate the need to establish VMT thresholds for CEQA analysis within two years after OPR’s guidelines are fully adopted
- ▶ Retain an LOS policy in the General Plan and continue to conduct an LOS analysis as part of its review of development projects
- ▶ Conduct an LOS analysis of its roadway system and a general analysis of changes in VMT as part of the environmental documents prepared to assess the effects of a future Mobility Element Update

At the time of preparation of this document, the City of Folsom has not developed VMT thresholds.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less-than-significant impacts related to hazards due to a design feature or incompatible uses; the provision of emergency access; and conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and the performance or safety of such facilities.

As discussed above, the General Plan EIR provided an analysis of LOS to evaluate transportation and circulation impacts. The General Plan EIR indicated that there would be a significant impact related to traffic LOS on local intersections and on US 50. The following mitigation measures were included in the General Plan EIR analysis and would continue to apply to subsequent development:

- ▶ Mitigation Measure T-1: Implement all feasible improvements identified in Table 17-20 at impacted intersections.
- ▶ Mitigation Measure T-2: Implement Mitigation Measures GHG-10, GHG-12, and GHG-13.
- ▶ Mitigation Measure T-3: Implement the new interchanges and improvements along US Highway 50.

The General Plan EIR concluded that the impacts related to traffic LOS on local intersection and on US 50 would remain significant and unavoidable with implementation of these mitigation measures.

As noted above, the CEQA Guidelines did not include a VMT threshold at the time that the General Plan EIR was prepared. Regardless, the General Plan EIR does address the implications of SB 743 and OPR’s recommendation to consider VMT as the preferred metric for transportation impact analysis. In addition, the General Plan EIR notes that the Mobility Element of the 2035 General Plan requires the City of Folsom to establish VMT thresholds for CEQA analysis within two years after OPR’s guidelines are fully adopted (Implementation Program M-14).

The General Plan EIR indicated that total VMT within the City would increase through implementation of the General Plan but did not attempt to discuss the significance of an impact in terms of VMT. However, the General Plan EIR states that Mitigation Measure T-2: Implement Mitigation Measures GHG-10, GHG-12, and GHG-13 would result in new policies and regulations for reducing VMT and encourage non-automobile modes of travel. Specifically, Mitigation Measure GHG-10 requires adoption of a citywide Transportation Demand Management (TDM) program designed to achieve an overall 15 percent VMT reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT; Mitigation Measures GHG-12 supports bicycle and pedestrian facility improvements within existing streets and intersection; and, Mitigation Measure GHG-13 requires bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections with the City of Folsom.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in changes affecting transportation such that hazards due to a design feature or incompatible use, inadequate emergency access, or conflicts with a program, plan, ordinance or policy addressing the circulation system would occur. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR that would substantially alter city-wide anticipated under the General Plan. Development would be consistent with regulations pertaining to transportation, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to transportation.

No new significant effect related to transportation would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to transportation included in the General Plan EIR remain valid.

4.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
18. Tribal Cultural Resources.				
<p>a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>(i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p> <p>(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	Setting p. 18-1 to 18-4 Impact TCR-1, p. 18-6 to 18-8	No	No	Yes, but impact remains significant and unavoidable

4.18.1 Discussion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

Potentially significant impacts were identified in the General Plan EIR related to tribal cultural resources. No available mitigation measures were identified to reduce potentially significant impacts to a less-than-significant level. Therefore, the General Plan EIR concluded that buildout of the 2035 General Plan would result in significant and unavoidable impacts related to tribal cultural resources.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting tribal cultural resources. Please refer to the Project Description, which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than

under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to tribal cultural resources, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation. No additional consultation under AB 52 is required for an addendum to an EIR.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant State policies and consistency with all relevant City General Plan policies related to tribal cultural resources.

No new significant effect related to transportation would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to tribal cultural resources included in the General Plan EIR remain valid.

4.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
18. Utilities and Service Systems. Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Setting p. 19-1 to 19-25 Impact USS-2, p. 19-35 to 19-37; Impact USS-3, p. 19-37 to 19-39; Impact USS-4, p. 19-40 to 19-42; Impact USS-6, p. 19-45 to 19-46	No	No	Not Applicable
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Setting p. 19-10 to 19-23; Impact USS-1 p. 19-33 to 19-34; Impact USS-4, p. 19-40 to 19-42	No	No	Not Applicable
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Setting p. 19-3 to 19-10; Impact USS-3 p. 19-37 to 19-39	No	No	Not Applicable
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Setting p. 19-23 to 19-25; Impact USS-5, p. 19-43 to 19-44	No	No	Not Applicable
e. Comply with federal, state, and local statutes and regulations related to solid waste?	Setting p. 19-27 Impact USS-5, p. 19-43 to 19-44	No	No	Not Applicable

4.19.1 Discussion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR indicated that there would be less than significant impacts related to wastewater treatment, new or expanded utility infrastructure, wastewater generation, water supply, solid waste generation, and demand for utility services.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting construction of new utility infrastructure, water supply, wastewater treatment capacity, generation of solid

waste, or compliance with solid waste regulations. Please refer to Chapter 2, "Project Description," which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations pertaining to utilities and service systems, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects will continue to be reviewed through the City's entitlement process and CEQA to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to utilities.

There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the General Plan EIR remain valid and approval of project would not result in new or substantially more severe significant impacts to utilities and services systems.

4.20 WILDFIRE

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
19. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Not addressed/No Impact	No	No	Not applicable
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Not addressed/No Impact	No	No	Not applicable
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Not addressed/No Impact	No	No	Not applicable

4.20.1 Discussion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification.

IMPACT DISCUSSION

The General Plan EIR discusses wildfire in the “Hazards and Hazardous Materials” section. It does not specifically address the criteria listed in the table above; however, it does indicate that there would be a significant impact related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. The following mitigation measure was included in the General Plan EIR analysis to address the significant impact related to wildland fires and would continue to apply to subsequent development:

- ▶ Mitigation Measure HZ-5: Add new Policy SN 4.1.4: Wildland Fire Risk Reduction.

The General Plan EIR concluded that the impact related to wildland fires under the 2035 General Plan would be reduced to less than significant with implementation of Mitigation Measure HZ-5.

The project includes revisions to housing policy and programs and updates to the Housing Element, Land Use Element, Safety and Noise Element, and Implementation Element, which would not result in physical changes affecting exposure to a significant risk of loss, injury, or death involving wildland fires. Please refer to Chapter 2, “Project Description,” which summarizes the types of policy and program changes contemplated in this update.

The project would amend the Empire Ranch Specific Plan to allow residential development as a permitted use in the regional commercial land use designation (RCC) and commercial/ central business district (C-2) zoning, rather than under a conditional use permit. No substantial changes to the type or intensity of development at this site would occur beyond what was addressed in the General Plan EIR. Development would be consistent with regulations

pertaining to wildfire, and impacts would be of similar type and severity as what could occur under the current zoning district and land use designation.

Future housing projects would continue to be reviewed through the City's entitlement process and the CEQA process to ensure consistency with all relevant federal and State policies and consistency with all relevant City General Plan policies related to wildfire.

No new significant effect related to wildfire would occur, and the impact would not be more severe than the impact identified in the General Plan EIR.

CONCLUSION

No substantial changes in circumstances have occurred, nor has any new information of substantial importance been identified requiring new analysis or verification. In addition, approval of the project would not result in new or substantially more severe environmental impacts, compared to those discussed in the General Plan EIR. Therefore, the conclusions regarding impacts related to wildfire included in the General Plan EIR remain valid.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the General Plan EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Mitigation Measures in the EIR Address/Resolve Impacts, Including Impacts That Would Be New or Substantially More Severe?
20. Mandatory Findings of Significance.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	Chapter 9, Chapter 10, and Chapter 18	No	Yes, discussed throughout environmental checklist	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Page 21-1 to 21-11	No	No	Yes
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Chapter 6 through Chapter 19	No	Yes, discussed throughout environmental checklist	Yes

CONCLUSION

All approved mitigation in the EIR would continue to be implemented with the proposed project. Therefore, no new significant impacts would occur with implementation of the project.

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5 LIST OF PREPARERS AND PERSONS CONSULTED

5.1 LIST OF PREPARERS

Ascent Environmental

Pat Angell.....	Principal-in-Charge
Marianne Lowenthal	Project Manager
Cori Resha.....	Environmental Planner
Kirsten Burrows	Environmental Planner
Jim Merk.....	Environmental Planner
Zachary Miller	Environmental Planner
Gaiety Lane.....	Publishing
Michele Mattei.....	Publishing

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6 REFERENCES

City of Folsom. 2018 (March). *2035 General Plan Update Draft Environmental Impact Report*. Available: <https://www.folsom.ca.us/government/community-development/planning-services/general-plan>. Accessed: April 2021.

Sacramento Area Council of Governments. 2020 (March). *SACOG Regional Housing Needs Plan Cycle 6 (2021–2029)*.

SACOG. *See Sacramento Area Council of Governments.*

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Attachment 4

**Public Hearing Draft 2021 Housing Element
(Separate Bound Document)**

Attachment 5

Summary of Housing Element Revisions made after February 9, 2021



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

CITY OF FOLSOM

SUMMARY OF REVISIONS

Public Hearing Draft 2021 Housing Element Background Report

Public Hearing Draft 2021 Housing Element Policy Document

The redlined version of both documents can be found on the City webpage:

Documents — City of Folsom | 2021-2029 Housing Element Update (folsomhousingelement.com)

Public Hearing Draft 2021 Housing Element Background Report			
Page No.	Section	Description of Change	Reason for Change
Global Changes			
		Updated the date of document revision to “Revised July 2021” on each page footer	
		Corrected minor typos in Housing Element Credits	
		Updated table and figure numbers in the body of the report and table of contents due to added tables and figures	
		Made minor non-substantive edits/corrections to text	
		Updated section sub-heading title numbers because of added sub-sections	
3-5 and 3-33 through 3-37	3.1.1, 3.1.3, and 3.1.5	Modified relevant acreage and number of units based on current estimates	Revisions by City staff and the Consultants July 2021
1 Introduction			
1-3	1.2 General Plan and Housing Element Consistency	Added information on the update of other elements of the General Plan according to Senate Bill (SB) 1035 and SB 1000	Response to HCD preliminary review comments March 25, 2021
1-4	1.5.1 Project Website	Included translation service availability	Response to HCD preliminary review comments March 25, 2021

July 2021 1

Page No.	Section	Description of Change	Reason for Change
1-6	1.5.7 December 21, 2020: Draft Housing Element	Added section addressing when the draft housing element was made available and how it was advertised and distributed. It also stated that the SHA preliminary review comment letter, other community member and stakeholder preliminary review comments were considered, and revisions were made accordingly	Response to HCD preliminary review comments March 25, 2021
1-6	1.5.8 January 20, 2021: Planning Commission Draft Housing Element Hearing	Updated section text after the Planning Commission draft housing element hearing	Response to Planning Commission draft housing element hearing January 20, 2021
1-6	1.5.9 February 9, 2021: City Council Draft Housing Element Hearing	Updated section text after the City Council draft housing element hearing	Response to City Council draft housing element hearing February 9, 2021
2 Housing Needs Assessment			
2-3	2.1.1 Demographic and Employment Characteristics and Trends: Age	Added senior demographic trends	Response to HCD preliminary review comments March 25, 2021
2-9 through 2-11	2.1.1 Demographic and Employment Characteristics and Trends: Employment and Housing Projections	Added figures C-3, C-4, C-5, and C-6 along with a brief discussion for each that includes data on regional commute patterns and income level of employees commuting into and out of Folsom	Response to SHA comment letter January 20, 2021
2-22	2.2.2 Housing Characteristics and Trends: Housing Affordability: Housing Values	Added the average rent for Folsom in 2020 and 2021	Response to HCD preliminary review comments March 25, 2021
2-26	2.2.1 Senior Households	Added a discussion on accessory dwelling units and multi-generational housing units as affordable housing options for seniors	Response to HCD preliminary review comments March 25, 2021

Page No.	Section	Description of Change	Reason for Change
2-30	2.2.5 Farmworkers	Added text on USDA farmworker data for the County	Response to HCD preliminary review comments March 25, 2021
2-31	2.2.6 Homeless Persons	Updated anticipated completion of Powerhouse Transition Center expansion	Response to HCD preliminary review comments March 25, 2021
2-34 through 2-77	2.3.1 Assessment of Fair Housing Issues: Integration and Segregation Patterns and Trends	<p>Revised Fair Housing Section throughout to meet affirmatively furthering fair housing requirements and address the following comments from HCD:</p> <ul style="list-style-type: none"> • More Folsom specific data to be included in addition to regional analysis. • Additional map for closer look at Folsom • Include information on risk of displacement. • Disproportionate housing needs on overcrowding and overpayment • Segregation and integration • Fair housing enforcement and outreach capacity • Any local knowledge and other relevant factors? • Prioritizing the contributing factors that are listed. • Policies, strategies, and actions surrounding AFFH Sites inventory map on top of AFFH factors <p><i>The full extent of revisions made in this section can be found in the redlined version of this document on the City webpage: https://www.folsomhousingelement.com/s/Housing-Element-Pubic-Hearing-Draft-BkgdRpt-for-web.pdf</i></p>	Response to HCD preliminary review comments March 25, 2021 and HCD comment letter April 6, 2021
2-75 and 2-76	2.3.3 Fair Housing Issues, Contributing Factors, and Proposed Actions: Zoning and Land Use Regulations	Added history of Folsom’s multifamily zoning and inclusionary housing and related lawsuits	<p>Response to SHA comment letter May 24, 2021</p> <p>Response to HCD meeting comments on June 2, 2021</p>
3 Resource Inventory			
3-2	3.1.1 Methodology and Assumptions: Relationship Between Density and Income Categories	Included expected completion of The Zoning Code Update	Response to HCD preliminary review comments March 25, 2021

Page No.	Section	Description of Change	Reason for Change
3-2 and 3-3	3.1.1 Methodology and Assumptions: Realistic Density Assumptions	Updated the discussion and Table C-32 to support the realistic density assumption of 90 percent for lower-income units	Response to SHA comment letter January 20, 2021
3-3	3.1.1 Methodology and Assumptions: Realistic Density Assumptions	Updated Table C-32 to include average density without density bonus to support realistic density assumptions	Response to SHA comment letter January 20, 2021
3-6	3.1.1 Methodology and Assumptions: Underutilized Sites	Added examples of recently approved affordable projects on underutilized sites to support the underutilized sites discussion	Response to HCD preliminary review comments March 25, 2021 Response to SHA comment letter January 20, 2021
3-7	3.1.1 Methodology and Assumptions: Mixed Use Sites	Expanded the discussion of the he East Bidwell Mixed Use Overlay and suitable sites for residential development	Response to HCD preliminary review comments March 25, 2021 Response to SHA comment letter January 20, 2021
3-8 through 3-10	3.1.2 Planned or Approved Projects	Updated Table C-33 (Planned and Approved Projects) and added information regarding changes to the final unit counts	Revisions by City staff and the Consultants April 2021
3-19	3.1.3 Vacant and Underutilized Sites: Broadstone District	Added information on Kaiser site including the likelihood of housing development and owner interest	Response to HCD preliminary review comments March 25, 2021
3-35 and 3-36	3.1.4 Accessory Dwelling Units: Multi-Generational Housing in the FPASP	Expanded discussion of multi-generational housing units and number of units constructed and proposed. Also provided clarification that multi-generational suites are counted and reported as separate units to DOF	Response to HCD preliminary review comments March 25, 2021
3-41	3.2.3 Dry Utilities	Added a description for dry utilities to section 3.2 Adequacy of Public Facilities and Infrastructure	Response to HCD preliminary review comments March 25, 2021

Page No.	Section	Description of Change	Reason for Change
3-43	3.3.4 Housing for Farmworkers	Added paragraph outlining the program that allows farmworker housing in areas zoned for agriculture	Response to HCD preliminary review comments March 25, 2021
3-44 through 3-47	3.3.5 Emergency Shelters	Updated Emergency Shelters section to include a list of development and management standards for emergency shelters and proximity to services. In addition, added information regarding capacity of sites zoned for emergency shelters	Response to HCD preliminary review comments March 25, 2021
3-49	3.3.7 Group Homes	Added discussion regarding Group Homes	Response to HCD preliminary review comments March 25, 2021
3-58	3.4.5 Preserving At-Risk Units	Revised text to include 3-year notice requirement for California Government Section 65863.10	Response to HCD preliminary review comments March 25, 2021
4 Potential Housing Constraints			
4-1	4.1.1 Land Use Controls: General Plan and Zoning	Added text confirming zoning code is available on the City website to meet transparency laws	Response to HCD preliminary review comments March 25, 2021
4-9	4.1.4 Permit Processing Procedures: Design Preliminary review, Typical Processing Times	Revised text to rescind multifamily design guidelines with adoption of the Housing Element instead of with the zoning code. The design guidelines will be replaced by objective design standards in the Zoning Code update	Response to HCD preliminary review comments March 25, 2021
4-15	4.1.5 Development Fees and Other Extractions	Added Table C-56 which includes additional planning fees for general plan amendment, rezoning, variance preliminary review, minor conditional use permit application, and major conditional use permit application, Planning fees are listed in Table C-56 and on city website	Response to HCD preliminary review comments March 25, 2021 and HCD comment letter April 6, 2021
4-17	4.1.6 On/Off Site Improvement Requirements: Parking	Added text stating that parking standards will be reviewed as part of the Zoning Code amendment	Response to HCD preliminary review comments March 25, 2021

Page No.	Section	Description of Change	Reason for Change
4-20	4.1.9 Inclusionary Housing	Added where in the Zoning Code one can find the City's Inclusionary Housing Ordinance	Revisions by City staff and the Consultants April 2021
4-24	4.1.11 Development, Maintenance, and Improvement of Housing for Persons with Disabilities	Added definition of "family"	Response to HCD preliminary review comments March 25, 2021
4-24 through 4-25	4.1.11 Development, Maintenance, and Improvement of Housing for Persons with Disabilities	Added the City's procedures and findings for reasonable accommodation. In addition, added that Program H-29 of the Housing Element directs the City to revise Reasonable Accommodation Findings that are considered a constraint	Response to HCD preliminary review comments March 25, 2021
5 Evaluation			
5-1	5.1 2013-2021 Housing Accomplishments: 5.1.1 Major Accomplishments	Updated the status of the Scholar Way Senior Apartments project	Revisions by City staff and the Consultants April 2021
5-4	5.2 Preliminary Review of Existing (2013) Housing Element	Updated the status of the Residential Mobile Home Zone in the updated Housing Element	Response to HCD preliminary review comments March 25, 2021

Housing Element Summary of Changes Continued on Next Page

Public Hearing Draft 2021 Housing Element Policy Document

Page No.	Section	Description of Change	Reason for Change
Global Changes			
		Updated the date of document revision to "Revised July 2021" on each page footer	
		Updated Program numbers because of added programs	
		Updated program timeframes based on HCD remarks	
4-14 through 4-27	Programs: H-1, H-4, H-5, H-6, H-11, H-12, H-14, H-15, H-16, H-19, H-20, H-21, H-22, H-23, H-27, H-28, H-29	Included "metrics" in relation to affordable housing	Response to HCD comments on June 2, 2021
Goal H-3: Facilitate Affordable Housing			
5-6	Goal H-3 Facilitating Affordable Housing	Revised goal statement to specify the needs of people at all income levels To facilitate affordable housing opportunities to serve the needs of people at all income levels who live and work in the community. <i>[Source: City of Folsom 2013 Housing Element, Goal H-3]</i>	Response to Folsom City Council recommendation February 10, 2021
5-7	Policy H-3.4 Surplus City Owned Public Land	The City shall facilitate the construction of affordable housing on City-owned surplus land if the property is determined to be appropriate for residential development by providing first right of refusal to affordable housing developers in accordance with Government Code Section 54222. The City shall coordinate with the State to identify opportunities for affordable housing development on state-owned surplus lands within the City. <i>[Source: New policy]</i>	Response to public comment received June 25, 2021
Goal H-4: Neighborhood Preservation and Housing Rehabilitation			
5-9	Policy H-4.6 Notice of Market Rate Conversion	Updated timeframes for noticing and list of public entities	Response to HCD preliminary review comments March 25, 2021
Goal H-7: Residential Energy Conservation and Sustainable Development			
5-12	Policy H-7.3 Address Urban Heat Island Effect	Added and then removed NEW Policy H-7.3 recommended by SMAQMD and replaced with an Urban Heat Island Policy (SN 7.1.2) in the Safety and Noise Element update	Change made by consultant team and city planning staff June 2021

Page No.	Section	Description of Change	Reason for Change
5-12	Policy H-7.3 Solar on Multifamily Housing	Removed ORIGINAL Policy H-7.3 The City shall encourage the installation of solar panels on multi-family housing projects. [Source: New Policy]	Response to Folsom City Council recommendation February 10, 2021
Implementation Programs and Quantified Objectives			
5-14	H-2 Create Additional Lower-Income Housing Capacity	Revised program to affirmatively further fair housing The City shall create additional opportunities for high-density housing to ensure the City maintains adequate capacity to meet the lower-income RHNA throughout the planning period. The City shall increase maximum allowable densities in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District , and Folsom Plan Area Specific Plan Town Center. In implementing this program, the City shall strive to disperse affordable housing opportunities and avoid fair housing issues related to overconcentration The City shall coordinate with property owners along the East Bidwell Street corridor and within the Transit Priority Areas to identify and pursue residential development opportunities. The City shall review and revise Policy 4.7 of the Folsom Plan Area Specific Plan to increase the total number of dwelling units allowed in the Plan Area in order to satisfy the RHNA, as long as infrastructure needs are met. In addition, the City shall coordinate with property owners in the Folsom Plan Area to mitigate for the loss of lower-income housing sites to market rate housing. [Source: New program]	Response to SHA comment letter January 20, 2021 Response to HCD preliminary review comments March 25, 2021
5-15	H-4 Promote Construction of Accessory Dwelling Units Tools and Resources	Revised program to remove requirement for HOA outreach and SHA comments regarding AFFH The City shall develop an ADU Design Workbook that provides illustrated examples of the design standards and styles, as well as other design ideas to assist property owners, developers, and architects and to encourage thoughtful, context-sensitive design. The City shall promote ADU tools and resources to homeowners throughout the city to promote mixed-income neighborhoods. The City shall target the production of 194 ADUs by 2029. The City shall also present homeowners' associations with the community and neighborhood benefits of accessory dwelling units and encourage homeowners' associations to remove any restrictions prohibiting ADUs in existing covenants, conditions, and restrictions (CC&Rs) consistent with State law. [Source: New program]	Response to Folsom Planning Commission and City Council recommendation February 10, 2021 Response to SHA comment letter January 20, 2021

Page No.	Section	Description of Change	Reason for Change
5-15	H-5 Accessory Dwelling Unit Incentives	<p>Revised program to provide specificity on incentives and strengthen program based on SHA comments</p> <p>The City shall incentivize and encourage the construction of accessory dwelling units through public education and development fee reductions and/or waivers. The City shall pursue the development of pre-approved plans dependent on available grant funding or opportunities for regional coordination through SACOG. In addition, the City shall reach out to local lenders to encourage them to provide funding for accessor dwelling units. The City shall target the production of 194 ADUs by 2029 [Source: New program]</p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to SHA comment letter January 20, 2021</p>
5-16	H-6 Track and Monitor Accessory Dwelling Units and Multi-Generational Units	<p>Revised program to provide specificity on determining use and affordability</p> <p>The City shall track new accessory dwelling units and multi-generational suites as housing units and shall monitor the construction, sale, and/or rental of these units conduct a survey every two years to confirm collect information on the use and affordability of these units. Halfway through the projection period (2025) if determined these units are not meeting a lower-income housing need, the City shall ensure other housing sites are available to accommodate the unmet portion of the lower-income RHNA. The City shall target the production of 194 ADUs and 387 multi-generational housing units by 2029. [Source: New program]</p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to SHA comment letter January 20, 2021 and April 7, 2021</p>
5-16	H-8 Objective Design Standards for Multifamily Housing	<p>Revised program to rescind Design Guidelines with adoption of the Housing Element</p> <p>The City shall rescind the Design Guidelines for Multifamily Development upon of adoption of the Housing element and The City shall adopt objective design standards for multifamily development, as part of the comprehensive zoning code update. Upon adoption of the zoning code, the City shall rescind the Design Guidelines for Multifamily Development. [Source: New Program]</p>	<p>Response to HCD preliminary review comments March 25, 2021</p>

Page No.	Section	Description of Change	Reason for Change
5-17	H-10 Raise Community Awareness About Provide Information on Affordable Housing	<p>Revised program to provide more specific actionable items and remove “raise awareness” language</p> <p>The City shall create and distribute educational materials, including a page on the City website, social media posts, and/or brochures, to provide information on conduct an informational campaign to raise community awareness about the needs and benefits of affordable housing and available resources in the city. The City shall collaborate with local homeless service providers to raise community awareness on homeless needs in the city. and provide outreach to attract and support affordable housing developers in the city. The City shall prepare educational materials and participate in workshops on the issue of affordable housing. The City shall encourage participation by non-profit and for-profit affordable housing developers and local housing advocates. The City shall collaborate with local homeless service providers to raise community awareness on homeless needs in the city. [Source: City of Folsom 2013 Housing Element, Goal H-2, Program H-2. F. (modified)]</p> <p>The City shall create and distribute educational materials, including a page on the City website, social media posts, and/or brochures, to provide information on</p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to HCD preliminary review comments March 25, 2021</p>
5-17	H-11 Local Funding for Affordable Housing Development	<p>Added timeframe and priorities of funding in affordable housing development</p> <p>As available, the City shall allocate funds from the City’s Housing Fund toward the development of affordable housing units for low-, very low-, and extremely low-income households. The City shall explore the possibility of establishing priorities for the distribution of funds, which may include criteria such as income targeting, housing for special needs including seniors and persons with disabilities, number of bedrooms, amenities, and support services, and target geographies that serve to affirmatively further fair housing. The City shall provide funding to support approximately 580 affordable units by 2029. The City shall also encourage qualified housing developers to pursue new construction and acquisition/rehabilitation of affordable housing in the city. [Source: City of Folsom 2013 Housing Element, Goal H-3, Program H-3. A.]</p> <p>As available, the City shall allocate funds from the City’s Housing Fund toward the development of affordable housing units for low-, very low-, and extremely low-income households. The City shall explore the possibility of establishing priorities for the distribution of funds, which may include criteria such as income targeting, housing for special needs including seniors and persons with disabilities, number of bedrooms, amenities, and support services, and target geographies that serve to affirmatively further fair housing. The City shall provide funding to support approximately 580 affordable units by 2029. The City shall also encourage qualified housing developers to pursue new construction and acquisition/rehabilitation of affordable housing in the city. [Source: City of Folsom 2013 Housing Element, Goal H-3, Program H-3. A.]</p>	<p>Response to SHA comment letter January 20, 2021</p> <p>Response to HCD preliminary review comments March 25, 2021</p>

Page No.	Section	Description of Change	Reason for Change
5-18	H-12 Incentives for Affordable Housing Development	<p>Added program to address housing for ELI, seniors, and persons with disabilities</p> <p>The City shall provide incentives for affordable housing development, including density bonus, fee deferrals or reductions, and reduced fees for studio units (e.g., two-for-one studio fee rate program described in Chapter 16.70 of the Folsom Municipal Code). The City shall also provide outreach to attract and support affordable housing developers in the city, including developers of senior housing, extremely low-income units, and permanent supportive housing for persons with disabilities and developmental disabilities. The City shall target production of 2,150 affordable units by 2029. This will serve to affirmatively further fair housing within the region by providing affordable housing within places of high opportunity. [Source: New program]</p>	Response to HCD preliminary review comments March 25, 2021
5-19	H-16 Facilitate Affordable Housing Development on City-Owned Land	<p>Expanded program to include City-owned site on Riley St near Comstock Dr (previously referred to as Coloma Street Site)</p> <p>The City shall facilitate the construction of affordable housing, including the possible accessory dwelling units, on the City-owned sites located at 300 Persifer Street (APN 070-0172-048) and on Riley Street near Comstock Drive (APN 071-0190-076). The City shall collaborate with an interested affordable housing developer to construct deed-restricted affordable housing. The City shall target production of 16 affordable units on City-owned sites by 2029. [Source: New Program]</p>	Response HCD preliminary review comments March 25, 2021
5-19	H-17 Study the Purchase of Land for Affordable Housing	<p>Revised program per City Council recommendation and SHA comments</p> <p>The City shall explore the feasibility and appropriateness to establish a program to use housing trust fund money or other sources to purchase land to support the development of affordable housing dispersed throughout the city. If the City finds the purchase of land to be infeasible, the City shall continue to use funds to provide gap financing for affordable housing development. [Source: New program]</p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to SHA comment letter January 20, 2021 and April 7, 2021</p>
5-19	H-18 Prioritize Infrastructure for Affordable Housing	<p>Added program regarding water/sewer priority for affordable housing</p> <p>The City shall establish procedures for granting priority water and sewer service to developments with lower-income units in compliance with California Government Code Section 65589.7.</p>	Response to HCD preliminary review comments March 25, 2021 and HCD comment letter April 6, 2021

Page No.	Section	Description of Change	Reason for Change
5-20	H-20 Housing Choice Vouchers	<p>Revised program to affirmatively further fair housing</p> <p>The City shall continue to participate in the Housing Choice Voucher Program, administered by the Sacramento Housing and Redevelopment Agency (SHRA), with a goal of providing rental assistance to lower-income residents. The City shall work with SHRA to promote the Housing Choice Voucher Landlord Incentive Program offered by the SHRA to encourage new landlords to accept housing choice vouchers, with the goal of distributing affordable housing throughout the city. The City shall target 120 housing choice voucher recipients per year. The City shall post information on the City website, through social media, and in letters to landlords. [Source: City of Folsom 2013 Housing Element, Goal H-3, Program H3.H. (modified)]</p>	Response to conversation with HCD on June 2, 2021
5-24	H-30 Zoning Code Amendments for Emergency and Supportive Housing Special Needs Housing	<p>Revised to establish a written procedure by a date certain to implement streamlined ministerial approval</p> <p>Included program for special needs housing. Expanded program to address group homes, parking for residential care homes, farmworkers, reasonable accommodation, and a mobile home zoning district</p> <p>As part of the City's comprehensive Zoning Code Update, the City shall amend the zoning code to ensure compliance with State law and encourage emergency shelters, supportive housing, and related services for persons experiencing homelessness. As required by State law, the City shall amend the zoning code as follows:</p> <ul style="list-style-type: none"> • The City shall amend the zoning code to aAllow "low barrier navigation center" developments by right in mixed-use zones and nonresidential zones permitting multifamily uses, consistent with Government Code Section 65662. • The City shall amend the zoning code to aAllow for the approval of 100 percent affordable developments that include a percentage of supportive housing units, either 25 percent or 12 units, whichever is greater, to be allowed without a conditional use permit or other discretionary review in all zoning districts where multifamily and mixed-use development is permitted, consistent with Government Code Section 65651(a). 	Response to HCD preliminary review comments March 25, 2021 and HCD comment letter April 6, 2021

Page No.	Section	Description of Change	Reason for Change
5-24	H-30 Zoning Code Amendments for Emergency and Supportive Housing Special Needs Housing <i>cont.</i>	<ul style="list-style-type: none"> • The City shall amend the zoning code to Establish appropriate parking standards for residential care homes and remove excessive parking requirements and require that for occupants of emergency shelters only be required to provide sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone, consistent with Government Code 65583. • The City shall amend the zoning code to aAllow housing for farmworkers in the Agricultural-Reserve District (A-1-A) or shall amend the zoning code to remove the Agricultural reserve District (A-1-A), consistent with California Health and Safety Code 17021.6. • The City shall rReview and amend the zoning code, as necessary, to ensure requirements for group homes of more than six persons are consistent with State law and fair housing requirements. • The City shall rReview and amend the zoning code to revise findings for reasonable accommodations to remove constraints to housing for persons with disabilities and to reduce the burden of the applicant to determine other reasonable accommodations that provide an equivalent level of benefit. • Establish a mobile home zoning district and amend the zoning map to apply the mobile home zoning district to all existing mobile home parks. • Amend the zoning code to establish a written procedure to implement streamlined ministerial approval in compliance with Senate Bill 35. <p><i>[Source: New program]</i></p>	Response to HCD preliminary review comments March 25, 2021 and HCD comment letter April 6, 2021
5-27	H-31 Homeless Services (Previously H-29)	<p>Removed the program in response to PC and CC comment but was added back in during HCD review</p> <p>Added a definitive timeframe for coordination related to homeless services</p> <p>The City shall work with Sacramento County and local community-based organizations to explore opportunities and form partnerships to bring satellite service for individuals experiencing or at risk of experiencing homelessness (e.g., drug addiction and mental health services, health clinics, career centers) to Folsom <i>[Source: New Program]</i></p>	<p>Response to Folsom Planning Commission and City Council recommendation February 10, 2021</p> <p>Response to HCD comment letter April 6, 2021, and phone conversation with HCD July 7, 2021</p>

Page No.	Section	Description of Change	Reason for Change
5-27	H-32 Fair Housing Program Information	<p>Revised program to address fair housing</p> <p>The City shall also continue to use CDBG funds to support telephone counseling and mediation services provided through the Renters Helpline. The City shall continue to make information regarding State and Federal fair housing requirements as well as the Renters Helpline available at a designated office in City Hall. In addition, the City shall make copies of the information available for the public on the City's website, and at the Folsom Public Library. The City will also assist individuals and complaints in contracting the appropriate agency. The City shall also conduct annual targeting outreach (education campaigns, workshops etc.) to multifamily rentals to distribute information regarding fair housing and the Renters Helpline. [Source: City of Folsom 2013 Housing Element, Goal H-6, Program H-6. A.]</p>	Response to HCD preliminary review comments March 25, 2021 and HCD comments on July 7, 2021
5-27	H-33 Affirmative Marketing Plan	<p>Revised program to include a requirement for affirmative marketing plans for affordable developments</p> <p>The City shall require affordable developers to prepare an affirmative marketing plan, as a condition of receiving public funding, and When feasible, the City shall require encourage private developers to prepare and affirmative marketing plan. The affirmative marketing plan shall that ensures marketing materials for new developments are designed to attract renters and buyers of diverse demographics, including persons of any race, ethnicity, sex, handicap, and familial status [Source: New program]</p>	Response to SHA comment letter January 20, 2021
Quantified Objectives			
5-28		<p>Increased quantified objectives for rehabilitation based on H-26 Code Enforcement and H-28 Habitat for Humanity Home Repair Program</p> <p>Added quantified objectives for preservation/conservation based on program H-26 Code Enforcement and the existing assisted affordable units</p>	<p>Response to HCD preliminary review comments March 25, 2021</p> <p>Response to HCD review comment letter April 6, 2021</p>

Attachment 6

HCD Comment Letter

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
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April 6, 2021

Pam Johns, Director
Community Development Department
City of Folsom
50 Natoma Street
Folsom, CA 95630

Dear Pam Johns:

RE: Review of the City of Folsom's 6th Cycle (2021-2029) Draft Housing Element

Thank you for submitting the City of Folsom's (City) draft housing element update received for review on February 11, 2021, along with revisions received on March 30, 2021. The California Department of Housing and Community Development (HCD) also received revisions on April 5, 2021 but did not consider these revisions due to timing in the review period. Pursuant to Government Code section 65585, subdivision (b), HCD is reporting the results of its review. Our review was facilitated by a conversation on March 25, 2021 with you; Scott Johnson, Planning Manager; Stephanie Henry, Planner; Chelsey Payne, consultant; Kim Untermoser, consultant and Rebecca Pope, consultant. In addition, HCD considered comments from Sacramento Housing Alliance and Legal Services of Northern California pursuant to Government Code section 65585, subdivision (c).

The draft element addresses many statutory requirements; however, the following revisions will be necessary to comply with State Housing Element Law (Article 10.6 of the Gov. Code).

1. *Affirmatively further fair housing in accordance with Chapter 15 (commencing with Section 8899.50) of Division 1 of Title 2. The program shall include an assessment of fair housing... (Gov. Code, § 65583, subd. (c)(10)(A)).*

Affirmatively Furthering Fair Housing: The element includes a variety of information and analysis related to affirmatively furthering fair housing, however, additional information is necessary to address this requirement, as follows:

Fair Housing Enforcement and Capacity: The housing element must include a summary of fair housing enforcement and outreach capacity. The analysis must address lawsuits and related enforcement actions, compliance with existing fair housing laws and regulations and fair housing enforcement and housing outreach capacity.

Local and Regional Trends and Patterns: The element describes regional trends and patterns related to persons by race but must analyze Folsom relative to the rest of the region regarding persons with disabilities, familial status, households by income and disproportionate housing needs, including overpayment, overcrowding and displacement risk. The element must also address local trends and patterns for fair housing enforcement and outreach, integration and segregation, racially and ethnically concentrated areas of poverty, disparities in access to opportunity and disproportionate housing needs, including displacement risks.

Local Data and Knowledge: The element should complement federal, state and regional data with local data and knowledge where appropriate to capture emerging trends and issues, including utilizing knowledge from local and regional advocates and service providers.

Identifying and Prioritizing Contributing Factors to Fair Housing Issues: The element must be revised to evaluate and prioritize contributing factors to fair housing issues, including based on the outcomes of analysis described above. HCD will send examples under separate cover.

Sites Inventory: The element must identify and analyze whether sites are located throughout the community to affirmatively further fair housing.

Goals and Actions: The element must be revised to add or modify goals and actions based on the outcomes of analysis described above. Goals and actions must specifically respond to the analysis and identified and prioritized contributing factors to fair housing issues and must be significant and meaningful enough to overcome identified patterns and trends. Actions must have metrics and milestones as appropriate and must address housing mobility enhancement, new housing choices and affordability in high opportunity areas, place-based strategies for community preservation and revitalization and displacement protection. HCD will send examples under separate cover.

2. *The City must make available on its website a current schedule of fees, exactions, and affordability requirements imposed by that city (Gov. Code § 65940.1(a)(1)(A)(i)).*

The City must comply with all transparency laws and post all fees on their website that would apply to a proposed housing development project. While the City confirmed that zoning requirements are available on the website, the housing element must also confirm fees are posted to the City's website.

3. *A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing (Gov. Code, § 65583, subd. (b)).*

While the element includes quantified objectives for new construction and rehabilitation (page 5-24), it must also add quantified objectives for conservation by income group, including extremely low-income households. Examples of programs that may be utilized include Programs H-18 and H-19.

- 4. Include a program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. The program shall include an identification of the agencies and officials responsible for the implementation of the various actions. (Gov. Code, § 65583, subd. (c).)*

Programs must be added or modified to achieve the goals and objectives of the housing element, including but not limited to:

Previous Program H-29 (Homeless Services): This program to coordinate with service providers and other entities was eliminated from the revised draft housing element; however, the element should include programs to coordinate and partner on a local and regional level to address the needs of persons experiencing homelessness.

Program 29 (Zoning Amendments): This program should be revised to establish a written procedure by a date certain to implement streamlined ministerial approval (SB 35, 2017) as noted on page 4-11.

Residential Mobile Home Zone: The element indicates zoning for mobile homes will be addressed as part of the zoning code update (page 5-4). As a result, the element should include a program to amend zoning as appropriate to facilitate conservation of mobile home parks by a date certain.

- 5. Assist in the development of adequate housing to meet the needs of extremely low, very low, low-, and moderate-income households (Gov. Code, § 65583, subd. (c)(2)).*

Water and Sewer Priority: For your information, water and sewer service providers must establish specific procedures to grant priority water and sewer service to developments with units affordable to lower-income households. (Gov. Code, § 65589.7.) If appropriate, the City must include a program to establish written procedures.

The element will meet the statutory requirements of State Housing Element Law once it has been revised to comply with the above requirements.

To remain on an eight-year planning cycle, the City must adopt its housing element within 120 calendar days from the statutory due date of May 15, 2021 for Sacramento Area Council of Governments (SACOG) localities. If adopted after this date, Government Code section 65588, subdivision (e)(4), requires the housing element be revised every four years until adopting at least two consecutive revisions by the statutory deadline. For more information on housing element adoption requirements, please visit our website at: http://www.hcd.ca.gov/community-development/housing-element/housing-element-memos/docs/sb375_final100413.pdf

Public participation in the development, adoption and implementation of the housing element is essential to effective housing planning. Throughout the housing element process, the City must continue to engage the community, including organizations that represent lower-income and special needs households, by making information regularly available while considering and incorporating comments where appropriate.

Specifically, HCD accepted revisions to the draft element on March 30, 2021, fairly late in the review period. The City must proactively make these revisions available to the public, including commenters on this review and diligently consider and address comments, including revisions to the document where appropriate. Consideration of comments must not be limited by HCD's findings in this review letter.

Several federal, state, and regional funding programs consider housing element compliance as an eligibility or ranking criteria. For example, the CalTrans Senate Bill (SB) 1 Sustainable Communities grant; the Strategic Growth Council and HCD's Affordable Housing and Sustainable Communities programs; and HCD's Permanent Local Housing Allocation consider housing element compliance and/or annual reporting requirements pursuant to Government Code section 65400. With a compliant housing element, the City meets housing element requirements for these and other funding sources.

HCD appreciates your hard work and dedication and the efforts and cooperation Scott Johnson, Planning Manager; Stephanie Henry, Planner; Chelsey Payne, consultant; Kim Untermoser, consultant; and Rebecca Pope, consultant, provided in preparation of the City's housing element. If you have any questions or need additional technical assistance, please contact Hillary Prasad, of our staff, at Hillary.Prasad@hcd.ca.gov.

Sincerely,



Shannan West
Land Use & Planning Unit Chief

Attachment 7

SHA Comment Letters and City Responses



SENT VIA EMAIL ONLY

SHA
Board of Directors

January 20, 2021

Cathy Creswell
President
At-large

Stephanie Traylor Henry
Senior Planner
City of Folsom
50 Natoma Street
Folsom CA. 95630
shenry@folsom.ca.us

Tyrone Buckley
Vice President
At-large

Paul Ainger
Treasurer
Volunteers of America

Dear Ms. Henry:

Valerie Feldman
Secretary
At-large

The Sacramento Housing Alliance submits the following comments regarding the City's draft 2021 Housing Element (DHE). We appreciate that the City circulated the draft for public review prior to submitting a draft to the Department of Housing and Community Development (HCD) for review. This allows the City to review our comments, as well as other community members, incorporate suggestions, when appropriate, prior to finalizing a draft making sure the City has a legally compliant and effective housing element.

LaShawnda Barker
At-large

Stephan Daues
Mercy Housing

Tamie Dramer
Organize Sacramento

The City has done a good job acknowledging all of the changes in Housing Element law since the last housing element revision and has attempted to address each new requirement. Our comments focus on two main areas: 1) an inadequate inventory of sites to accommodate the RHNA, including the projection for multi-generational units to accommodate a significant portion of the City's lower income Regional Housing Need Allocation (RHNA); and 2) the lack of specific actions in many of the housing element programs. In addition, we also offer some suggested changes to the programs, the City's efforts to affirmatively further fair housing, as well as suggested edits throughout the DHE.

Jenn Fleming
Mercy Housing

John Foley
Sacramento Self Help
Housing

Nur Kausar
At-large

1. Needs Analysis:

Stanley Keasling
At-large

As required by Government Code section 65583(a), the housing element must analyze the population, housing stock and special housing needs. The DHE describes an adequate projection in the number of jobs to meet the projected growth in housing during the planning period but also faces an interesting jobs-housing fit situation. Almost an equal percentage of Folsom residents commute from Folsom to other areas for work that commute into Folsom to go to work. In order to address this situation, the housing element should identify what types of employees are commuting in to work in Folsom as well as where residents are likely commuting to go to work. Because of the very limited amount of rental housing in Folsom, exacerbated by the limited supply of affordable rental units in Folsom, it appears that many people who work in Folsom in retail or other lower

Michelle Pariset
At-large

Alicia Sebastian
California Coalition for
Rural Housing

Rachel Smith
Rural Community
Assistance Corporation

Holly Wunder-Stiles
Mutual Housing
California

wage jobs cannot afford to live in Folsom and therefore have to commute from other areas. In response, the housing element should include programs to increase the jobs-housing fit and promote the housing types that will allow the people who work in Folsom to live in Folsom.

As a basis to determine what steps are needed to affirmatively further fair housing in Folsom, the City reviews the demographics based on race and income in the City. As detailed below, understanding the demographics is only half of the effort to further fair housing. The City is much less diverse than the surrounding area; the region is roughly 55.7% white, non-Hispanic and Folsom is over 62% white, non-Hispanic and the City's past practices of excluding multi-family housing result in fewer lower income people living in Folsom. This in turn results in Folsom's lack of diversity when compared to the region because of the correlation between income and race. The effort to correct this practice is not only to meet the current RHNA but make efforts to meet the housing needs of lower income households that were historically excluded from Folsom. The DHE must include programs that will result in the production of affordable housing and affirmatively market those housing opportunities throughout the region.

2. Inventory of Sites

The City's inventory of sites is not adequate to accommodate the RHNA for lower income households. Folsom's RHNA can be reduced by the number of units constructed, or potentially only approved for construction, during the projection period. The SACOG projection period is roughly identical to the planning period for the 6th revision and therefore, no units constructed or approved prior to June 2021 can be credited against, or reduce the RHNA¹, thus the remaining RHNA that the City must accommodate is:

RHNA	Very Low Income	Low Income	Moderate Income	Above-Moderate Income
	2,226 units	1,341 units	829 units	1,967 units

a. Capacity

In order to determine whether the sites included in the City's inventory are adequate the City had to determine how many units could be accommodated on each parcel. The City is assuming that each site has a build-out capacity of 90% of the site. This estimate is not supported by the past record of multi-family development. The City has included projects that used a density bonus – Bidwell Place and Bidwell Pointe - to determine an average capacity of 90% or 27 units/acre. A project that exceeds the 30 units/acre maximum density should not

¹ SANDAG was in the same situation during the 5th revision.

be used to calculate the average build out. HCD's Housing Element Site Inventory Guidebook specifically indicates the application of a density bonus should not be used in the element's analysis of appropriate zoning/density (page 14). Although the DHE indicates that developers agreed that a density of 27 units/acre is acceptable, there is no indication that developers agreed that a capacity calculation should be based on 90% build out of each multi-family site. Using the examples listed in the DHE the capacity calculation should reflect a capacity of 24 units/acre or 80 percent. Applying this realistic buildout estimate to the inventory automatically reduces the capacity of the inventory.

b. Underutilized Sites

The DHE lacks any analysis to indicate that the underutilized sites included in the inventory have a realistic development potential during this planning period. Government Code section 65583.2(g)(1) requires the City to explain its methodology for determining whether there is development potential on these non-vacant sites and includes factors that could be included in the methodology. The DHE merely states that planning staff have determined that these sites are feasible. DHE, p. 3-6. The factors that are included in Attachment C.2 for each site are conclusory and the DHE contains no examples of underutilized sites, including the parking lot for existing businesses, developing into residential uses.² Without an explanation of the City's methodology and evidence that supports the inclusion of these underutilized sites, these sites should be removed from the City's inventory of available sites.

c. Multi-generational units

It is unclear from the DHE whether these units are considered as junior accessory dwelling units (JADU's) and whether these units meet the statutory definition of a JADU. The current description - a multi-generational unit - is not included in the statute as an alternative to identifying adequate sites to accommodate the RHNA. Prior to completing the DHE, city staff indicated that there would be a shortfall in the amount of acreage required to accommodate the RHNA and now due to the inclusion of these projected units, the City estimates a surplus of sites to accommodate the lower income RHNA.³ These units are described as single-family homes that have an attached suite with its own entrance as well as a connecting door to the main home. The suite has a bedroom and kitchen or kitchenette; the draft does not indicate if a bathroom is provided. From the study cited in the DHE, these units are often used for older family members or college aged family members, but are not rented on the open market. The City assumes

² Where Attachment C.2 indicates a lot division would be required to develop an underutilized site for residential purposes the housing element should also include a program to accomplish that action.

³ That surplus is also based on 90% build out on Multi-family sites that should be re-assessed and relying on underutilized sites that should be removed.

that any unit that is occupied, as opposed to being used as a home office or guest room, would meet the needs of an extremely low- income household. Leaving out units used as home offices, all of these units are guest quarters. If these units are not rented, for example advertised to the general public, only families and friends would have access to the unit. This means that the lack of rent is not because the unit is affordable but because the unit is generously made available at no charge to family and friends.⁴ Including units that are not available to the public has fair housing implications and does not meet the need for extremely low- income households in Folsom.

In addition, it is unclear in the DHE if the projection for the number of these units is based on development in Folsom, or other locations. The DHE does mention these units being included in some recent developments and that past development history is what should guide the City's projections about future development potential.

d. Accessory Dwelling Units

State laws that increase the feasibility of ADU's has led to an almost two- fold increase in ADU's in Folsom, from 5 units per year to 9 ADU's per year. If the City includes its current estimate than the DHE should have a program to monitor ADU construction and commit the City to identifying more sites for affordable housing if the City's projection falls short.

As mentioned above despite SACOG's endorsement of how to estimate the affordability of the ADU's projected to be built, we do not concur that the lack of rent charged translates into a unit available for a lower income household. If there is evidence, through a survey that units are advertised as rent-free then the City could include its current projection. But without such evidence, ADU's that do not charge rent are guest quarters and not available to lower income households.

3. Constraints

Our review identified several constraints that should be remedied through a corresponding program. For instance, the DHE states that the processing times for multi-family housing is much longer than single family applications. That delay increases costs and the City should include a program to shorten the process and mitigate the constraint to housing affordable to low and moderate income households.

Also, the discretionary review required of Multi-family projects of over 2 units is a constraint on multi-family development. The City, both to facilitate affordable housing in this planning period, and to further fair housing should take every step

⁴ This same calculation is why the ADU estimation is incorrect, despite SACOG's estimations, no charge is not the same as minimal rent.

possible to decrease processing times, remove unnecessary delays and uncertainty created by discretionary hearings at the planning commission or city council, and allow multi-family projects by-right. We do note that the City plans to rescind its current multi-family guidelines but does not make a specific commitment through its revised processing and layers of reviews, to facilitating this type of development.

In addition, one of the multi-family zoned sites in the FRASP is quite remote and without any planned uses that would allow the eventual developer to compete for tax credits which is one of the necessary and one of the only available funding streams for affordable housing.

And lastly, the unit cap in the FRASP, is a constraint. Although the DHE mentions that there have already been increases in the number of units in some development that leads to a decrease in another development it is not clear if any multi-family projects have been affected by the decreases. Even if it has not affected the number of projected multi-family units that will be available in the FRASP, the corresponding program should commit to preserving, and even increasing, the number of planned multi-family units if the number of overall units is allowed to increase.

4. Programs

Overall, the programs in the DHE are very comprehensive in their purpose but many programs include multiple actions without specifics about each included action. For instance, in program H-7, it is unclear how a determination will be made of whether fees can be reduced to facilitate affordable housing development. It is a good goal but without specifics about how it will occur, what factors will be considered, and whether it will be reported to the City Council, the program is inadequate.

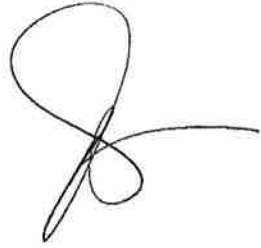
Another example is Program H-11, the City will encourage housing developers to pursue new construction of affordable housing. But the Program does not detail *how* the City will encourage developers, through incentives, education/outreach, and how often. Perhaps, the City could hold an annual or bi-annual housing forum as a time to invite developers and encourage new affordable housing construction while describing City specific incentives and funding resources. Program H-18 illustrates the specificity that we think needs to be addressed in other programs. In H-18, the DHE states what the City will do, encourage landlords to participate in the HCV program and how, through its website, social media, and by contacting landlords.

In addition to adding specific information and commitments throughout the programs, we recommend the following additional programs as well as a few edits to programs included in the DHE.

- a. Mobile home conversion ordinance – the City has a large number of existing mobile homes that are most likely serving the needs of lower income households. The DHE should include a program for the City to consider and adopt a mobile home conversion ordinance that at the very least would include adequate relocation assistance.
- b. A program that commits the City to prioritizing the goals of its available funding resources, through the Housing Trust Fund, or redevelopment bond proceeds, or in lieu fees. The affordable developers could design projects that meet these priorities if they seek funding from the City. The priorities should reflect income targeting, multiple bedrooms, or the inclusion of certain amenities, like a tot lot, that address identified affordable housing needs.
- c. Expand Program H-18 to include City provided incentives to get landlords to participate in order to promote access to housing in high opportunity areas where new construction might be unlikely to occur. Also, the City could create a revolving security deposit loan for HCV participants to encourage the use of HCV in Folsom. This is a low-cost program that removes a big barrier for families who can afford the rent but do not always have the expensive security deposit funds available.
- d. Revise Program H-9 to review the in-lieu fees more regularly, for example on a three- year schedule rather than once during the eight-year planning period.
- e. If the City continues to rely on multi-generational units to meet a portion of its lower income housing needs, a program to offer incentives to owners who agree to rent the unit at an amount affordable to a household earning 50 percent of the area median income and commit to annually assessing the rents charged in multi-generational units since it will take time to identify additional multi-family sites if the City's projections fall short.

Thank for you for considering our comments regarding the City's draft housing element. Please feel free to email us at kendra@sachousingalliance.org with any questions or to set up a time to meet.

Sincerely,

A handwritten signature in black ink, appearing to be 'Kendra Lewis', with a large loop at the top and a horizontal line extending to the right.

Kendra Lewis, Executive Director
Sacramento Housing Alliance

A handwritten signature in black ink, appearing to be 'Cathy Creswell', written in a cursive style.

Cathy Creswell, Board President
Sacramento Housing Alliance

April 7, 2021

SENT VIA EMAIL ONLY

Stephanie Traylor Henry
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SHA
Board of Directors.

Cathy Creswell
President
At-large.

Paul Ainger
Treasurer
Volunteers of America

Valerie Feldman
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LaShawnda Barker
At-large

Stephan Daues
Mercy Housing

Tamie Dramer
Organize Sacramento

Jenn Fleming
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John Foley
Sacramento Self Help
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Nur Kausar
At-large

Stanley Keating
At-large

Allora Sebastian
California Coalition for
Rural Housing

Rachel Smith
Rural Community
Assistance Corporation

Holly Wunder Stiles
Mutual Housing
California

RE: DRAFT HOUSING ELEMENT REVISIONS

Dear Ms. Henry:

This letter responds to revisions to the City's draft housing element we received from the Department of Housing and Community Development (HCD) on April 1, 2021. Many of issues we raised in our previous letter dated January 20, 2021 have not been satisfactorily addressed and we incorporate that letter by reference here. Although we had no notice of when or if revisions would be available for our review, and had less than a week to review revisions to the housing element currently under review by HCD, we have done our best to review and draft meaningful comments to be considered prior to the end of the current review period.

Site Capacity

Although the City does not include the total buildout for developments that received a density bonus when calculating the realistic capacity of sites identified to accommodate the lower income RHNA, the City does assume that those projects would have developed at 100% build out if they had not received a density bonus. The City then includes those projects with a hypothetical 100% build out to support the capacity calculation of 27 units/acre. In order for the capacity calculation to be realistic it has to rely on real, or actual, past development and should not include assumed density. The element must still

address the statutory requirement for calculating the appropriate capacity of sites in the inventory.

Affordability of ADU's and Multi-generational Units

As stated in our previous letter, the affordability assumptions regarding projected ADU's and multi-generational units do not meet the statutory requirements. If units are only affordable to very low and extremely low income households because they are provided free of charge to family members or friends than their availability is too constrained to actual meet the lower income housing need. Similar to college housing that is limited to college students, these units are only be available to a very limited number of people because of relationships with the primary dwelling owner and therefore are not available to accommodate the lower income RHNA.¹

Programs

In our previous letter we noted that the element identifies processing times for multi-family developments are twice as long as the processing time for single family approvals yet no program was included to address this constraint. Nor, is there a program to address the constraint of the unit cap in the FRASP.

The revised draft indicates that the City's reasonable accommodation policy will be revised to ensure it complies with state law, including fair housing laws. These changes are necessary as the current policy includes grounds for denial that are not found in federal or state law regarding reasonable accommodations, such as whether the request is an undue enforcement burden and the consideration of the surrounding uses and physical attributes of the property.

In addition, the programs continue to use, in some places, vague language that does not make a clear commitment for what specific action the City will take. For example, in Program H-5 the City will "explore a streamlined process" or in

¹ As we have previously noted, and include in this letter, the constraints on accessing this type of housing also implicates fair housing requirements when a significant portion of the lower income RHNA is intended to be accommodated with this type of housing.

Program H-17 the City will “explore the feasibility and appropriateness of using housing trust fund money...” This language does not indicate what the City will actually do as result of this portion of the program. The program should describe when the exploration will be completed and a clear commitment to appropriate actions.

We are also disappointed that none of the programs we recommended to increase and preserve affordable housing opportunities have been included, such as adopting a mobile home conversion ordinance. As a result, it does not appear the element adequately addresses this important statutory requirement. Also of concern, is the change to Program H-31 to encourage affirmative marketing plans rather than require affirmative marketing of new developments. The City has few programs to address its duty to affirmatively further fair housing and the City should strengthen its program commitments to meet this important new requirement.

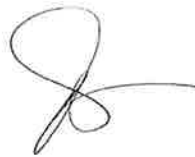
Affirmatively Furthering Fair Housing

In addition to the issue raised above Program H-31, the City’s reliance on ADU’s and multi-generational units to meet the need for over 500 units affordable to lower-income households, conflicts with its duty to affirmatively further fair housing. According to the SACOG survey regarding the use or planned use of multigenerational units about 70 percent of the units would be used for family members with no charge in rent and the City translates this survey result to mean that 70 percent of the multigenerational units will be affordable to lower income households because there is no rent charged. Whether or not the unit is actually affordable, the larger issue is who may access these units and the corresponding fair housing implications.

If these units are predominantly limited to the family, or possibly friends, of the people who live in the primary residence the City is relying on housing that has very limited access points to accommodate its lower income RHNA. This is contrary to the City's duty to further fair housing which requires expanding housing opportunities in high opportunity areas rather than limiting these opportunities to the families of the people who already live in the area. The City should further revise its draft housing element to rely on these units for its moderate or above-moderate income housing need.

Please feel free to contact us with any questions.

Sincerely,

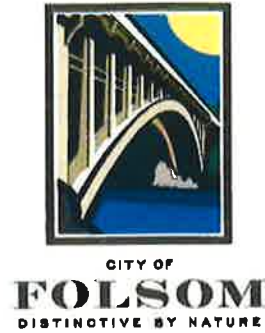


Kendra Lewis, Executive Director
Sacramento Housing Alliance



Cathy Creswell, Board President
Sacramento Housing Alliance

cc: Hillary Prasad, HCD, Hillary.Prasad@hcd.ca.gov
Paul McDougall, HCD, Paul.McDougall@hcd.ca.gov
Valerie Feldman, Public Interest Law Project, vfeldman@pilpca.org



May 4, 2021

Kendra Lewis, Executive Director
Cathy Creswell, Board President
Sacramento Housing Alliance
909 12th Street, Suite 114
Sacramento, CA, 95814

Subject: Response to Comment Letter on Folsom Draft Housing Element

Dear Ms. Lewis and Ms. Creswell,

City of Folsom planning staff appreciate the comment letters provided by SHA regarding the City of Folsom Draft Housing Element. City staff have reviewed SHA comments and suggestions and have made revisions to the Draft Housing Element as described in this letter. The Revised Public Draft Housing Element has been published on the project website and is available here:

www.folsomhousingelement.com/documents.

Jobs-Housing Fit

In the comment letter dated January 20, 2021, SHA stated that the Draft Housing Element should identify what types of employees are commuting into Folsom for work and where Folsom residents commute to work. SHA also advised that the Draft Housing Element should include programs to increase the jobs-housing fit and promote the housing types that will allow people who work in Folsom to live in Folsom.

In response, the City has revised the Draft Housing Element to include data on the regional commute patterns and income level of employees commuting into and out of Folsom. Based on this data, City staff added a conclusion that additional affordable housing is needed for lower-wage workers commuting into Folsom, who are likely unable to afford housing in Folsom. Jobs-housing fit was one of the factors included in SACOG's RHNA methodology, and Folsom was allocated an additional 389 lower-income units above the base allocation in order to account for jobs-housing fit. By providing adequate sites to meet the RHNA and including several programs to support affordable housing development within the city, the Draft Housing Element will help the City improve jobs-housing fit.

Credit for Approved Projects

In the comment letter dated January 20, 2021, SHA stated that no units constructed or approved prior to June 2021 can be credited against or reduce the RHNA.

In compliance with HCD's Housing Element Site Inventory Guidebook, City staff understands that no units that have been issued building permits prior to June 30, 2021 (i.e., the start of the sixth cycle RHNA period) can be credited towards the sixth cycle RHNA. However, units that have been approved but not yet issued building permits can be credited towards the sixth cycle RHNA. This is consistent with HCD guidance. City staff has been monitoring the approved projects counted in the Draft Housing Element toward the sixth cycle RHNA. If any of these projects pull building permits prior to June 30, 2021, they will be credited toward the fifth cycle RHNA and removed from the Sixth Cycle Housing Element.

Site Capacity

In the comment letter dated January 20, 2021, SHA stated that a realistic buildout assumption of 90 percent of maximum density was not appropriate since projects using a density bonus were included in the calculation of average buildout.

City staff acknowledges that units approved through a density bonus should not be included in the calculation of average buildout, consistent with the HCD's Housing Element Site Inventory Guidebook, and in response to SHA comment, City staff updated the analysis of recent multifamily developments. The City assumed only 100% of the maximum allowable density for projects that received a density bonus. In updating the analysis, City staff also added information on recently approved affordable developments that were approved after the analysis had originally been completed. The City found that, based on recently built or approved multifamily developments, excluding units approved through a density bonus, a realistic buildout density of 90 percent of the maximum allowable density, or 27 units per acre, remains appropriate.

In the comment letter dated April 7, 2021, SHA acknowledges the change made to the Draft Housing Element but refers to the assumption of 100% of maximum density as a "hypothetical 100% build out" and states that the realistic build out assumption should be based on real, or actual, past development and should not include an assumed density. Since the maximum allowable density represents the density at which the project would have been developed if the density bonus was not approved, the City considers this appropriate. The City is unclear on the meaning of SHA's statement that the City included projects with a hypothetical 100 percent buildout, and the capacity calculation must rely on real, or actual, past development.

HCD guidance states that the realistic capacity analysis can be based on existing or approved residential developments. We feel that the approach we have taken is consistent with HCD guidance for calculating realistic densities. The City will comply with no net loss requirements if sites are built at a lesser density or a different income level. In addition, the Draft Housing Element includes a program to increase multifamily densities beyond 30 units per acre (Program H-2) and would, thereby, allow and encourage development at densities over 30 units per acre.

Underutilized Sites

In the comment letter dated January 20, 2021, SHA stated that the Draft Housing Element lacks any analysis to indicate that the underutilized sites included in the residential sites inventory have a realistic development potential during the planning period and does not include any examples of residential development on underutilized sites.

In response to SHA comment, the City revised the Draft Housing Element to include and describe examples of recently approved residential development, including affordable housing, on underutilized

sites. Further, the City is currently rebranding the Central Commercial District or Central Business District to the Central District. This rebranding effort would encourage residential redevelopment by acknowledging the transformation of this area from a commercial hub to a mixed-use corridor. Although additional underutilized sites exist in the City, the Draft Housing Element only identified sites most suitable for residential redevelopment within the planning period, based on property owner discussions, current tenant improvements, age and condition of buildings, and market trends. This additional information was included in the revised Draft Housing Element.

Affordability of ADUs and Multi-generational Units

In the SHA comment letter dated January 20, 2021, and in the SHA comment letter dated April 7, 2021, SHA stated that if accessory dwelling units (ADUs) and multi-generational units are only affordable to very low- and extremely low-income households because they are provided free of charge to family members or friends than their availability is too constrained and should not be used to meet the lower-income housing RHNA.

In response to SHA comment and HCD review, the City revised the Draft Housing Element to clarify that multi-generational units would be tracked and reported to the California Department of Finance as separate units. The Draft Housing Element relies on the ADU affordability analysis provided by SACOG and used by jurisdictions throughout the region. In addition, the City conducted outreach with developers and other stakeholders regarding ADU and multi-generational housing development. The City feels that ADUs and multi-generational housing units meet an important housing need in the community. Although multi-generational units may likely be rented free of charge to family members and friends, these units do provide housing for individuals that would otherwise require affordable housing elsewhere. Multi-generational units provide lower-income households access to employment opportunities and other resources available in Folsom. In addition, multi-generational units can meet the special needs for seniors, persons with disabilities, or persons at risk of homelessness that often face challenges in finding housing.

The Draft Housing Element also includes an aggressive program to track ADUs and multi-generational units and conduct a survey every two years to collect information on the use and affordability. If ADUs and multigenerational units are found to not meet the lower-income housing need as identified in the Housing Element, the program requires the City to ensure other housing sites are available to accommodate the lower-income RHNA.

Housing Element Programs

Program Language

In the SHA comment letter dated January 20, 2021, and in the SHA comment letter dated April 7, 2021, SHA stated that the Draft Housing Element uses, in some places, vague language that does not make a clear commitment for what specific action the City will take.

In response to SHA comment, the City has revised the Draft Housing Element to strengthen the program language as follows:

- ▶ Program H-5 Accessory Dwelling Unit Incentives – City staff revised the program to state the City shall pursue development of pre-approved plans dependent on grant funding and opportunities for regional coordination through SACOG.
- ▶ Program H-7 Development Impact and Permit Fees – The program commits the City to conducting a study to review development impacts fees for housing and determine if fees can be reduced to

facilitate affordable housing. The City will continue to provide fee deferrals and consider fee waivers, as described in Policy H-2.3.

- ▶ Program H-11 Local Funding for Affordable Housing Development – City staff revised the program by creating a separate program identifying incentives for affordable housing development (Program H-12), including density bonus, fee deferrals or reductions, and reduced fees for studio units. The new program commits the City to conduct outreach annually to attract and support affordable housing developers in the city.
- ▶ Program H-17 Study the Purchase of Land for Affordable Housing – City staff revised the program to include a conditional statement that if the purchase of land is found to be infeasible, funding shall continue to be used for affordable housing developments. The City currently uses housing trust money to provide gap financing for affordable development. If the City chooses to use these funds to purchase land, the City will have less money to provide gap financing to affordable developers. In order to evaluate the best use of funds, the City must explore the feasibility first before making further commitments.
- ▶ Program H-32 Affirmative Marketing Plan – City staff have revised the program to require affirmative marketing plans for affordable developments, as a condition of receiving public funds. The City will encourage private developers to also prepare an affirmative marketing plan, when feasible.

Multifamily Development Processing Times

In the SHA comment letter dated January 20, 2021, and in the SHA comment letter dated April 7, 2021, SHA stated that the City's processing times for multi-family housing are much longer than processing times for single family housing and are considered a constraint that should be addressed.

In comparison to an individual single-family unit, which typically only requires a building permit approval, processing times for multifamily projects are much longer. However, processing times for multifamily developments are similar to single family subdivisions and have not been identified as a constraint to multifamily housing development. The City has made major changes to its multifamily processing procedures since the Fifth Cycle Housing Element, including removing the requirement for a planned development permit, thereby significantly streamlining permitting procedures for multifamily housing. Design review is required for multifamily developments; however, the processing time for design review is largely dependent on CEQA. If the development is exempt from CEQA, processing times can be less than one month. If CEQA is required, processing times may take four to six months, as indicated in the Housing Element. The City has approved several multifamily development projects, including affordable housing projects, in recent years and developers have not identified the City's processing times as a constraint to multifamily housing. In fact, the City has heard developers describe the City's procedures as much more efficient than other jurisdictions.

Folsom Plan Area Specific Plan Maximum Unit Count

In both the January 20, 2021 and the April 7, 2021 SHA comment letters, SHA stated that the "unit cap" in the Folsom Plan Area Specific Plan (FPASP) is a constraint that should be addressed.

The Draft Housing Element acknowledges the FPASP maximum unit count as a potential housing constraint and includes a provision within Program H-2 to amend the FPASP to allow for increases in the maximum unit count. This specific plan amendment would be made specifically to accommodate

additional multifamily units through an increase in allowable densities in the FPASP Town Center, as described in Program H-2.

Mobile Home Conversion Ordinance

In both the January 20, 2021 and the April 7, 2021 SHA comment letters, SHA recommended that the City include a program to consider and adopt a mobile home conversion ordinance that would include adequate relocation assistance.

In response to SHA comment, the City has updated the Draft Housing Element to carry forward a program from the previous Housing Element to establish a mobile home zoning district as part of the City's comprehensive update to its zoning code, anticipated for adoption in 2021. This would require discretionary approval of a zoning amendment for any mobile home park conversion and the City could require relocation assistance as a condition of approval. The City has not received any requests for mobile home conversions. In addition, the City provides programs to preserve mobile homes, including the Seniors Helping Seniors program and the Mobile Home Loan Forgiveness program.

Prioritize the Goals of Available Funding Sources

In the SHA comment letter dated January 20, 2021, SHA suggested the City include a program in the Draft Housing Element that would prioritize the goals of its available funding sources.

In response to SHA comment, the City revised the program regarding Local Funding for Affordable Housing Development (Program H-11) to direct the City to explore establishing priorities for the distribution of funds, which may include criteria such as income targeting, housing for special needs including seniors and persons with disabilities, number of bedrooms, amenities, and support services.

Incentives for Housing Choice Voucher Participation

In the SHA comment letter dated January 20, 2021, SHA suggested the City expand the Draft Housing Element program related to Housing Choice Vouchers (HCVs) to provide incentives to get landlords to participate and to create a revolving security deposit loan for HCV participants.

The Draft Housing Element includes a program to promote the Housing Choice Voucher Landlord Incentive Program, which is overseen by SHRA. City staff considers HCVs an important tool to affirmatively further fair housing and provide affordable housing throughout the city.

Affordable Housing In-Lieu Fee

In the SHA comment letter dated January 20, 2021, SHA suggested the City revise the Draft Housing Element program to review the in-lieu fees for the City's affordable housing ordinance more regularly during the planning period.

The City's in-lieu fee is a proportional fee that is tied to the sale price of new homes. As housing costs increase, so will the fee. Because the in-lieu fee would adjust with changes in the housing market, additional review of the in-lieu fee is not needed.

Affirmatively Furthering Fair Housing

In the comment letter dated January 20, 2021 and in the comment letter dated April 7, 2021, SHA recommended that the City strengthen programs related to affirmatively furthering fair housing. Additionally, SHA stated that the City's reliance on ADUs and multigenerational units conflicts with fair housing goals because access to such units would be predominantly limited to friends and family.

The City understands the importance of affirmatively furthering fair housing and is committed to providing its fair share of regional housing needs. The City finds that, although ADUs and multigenerational units would likely be rented out to family and friends, these units would still meet an important housing need for residents that would otherwise need to find affordable housing elsewhere in the city or region. By providing housing in ADUs and multigenerational units, people that would otherwise be pushed to live outside of Folsom will be able to afford housing in the city. ADUs and multigenerational units only comprise 12 percent of the City's identified lower-income housing capacity. The Draft Housing Element identifies several sites available for affordable multifamily development. Several affordable housing projects have recently been approved and the City is committed to continue to provide affordable housing. Because the entire city is identified by the California Tax Credit Allocation Committee as a high or very high opportunity area, any affordable housing in the city would affirmatively further fair housing. ADUs and multigenerational units are one piece of the City's larger effort to provide affordable housing and affirmatively further fair housing in the city.

In addition, in response to SHA comment and in response to HCD review, the City has revised the Draft Housing Element to include a more detailed fair housing assessment. The City identified the following programs in the Draft Housing Element as helping to affirmatively further fair housing by facilitating affordable housing development in Folsom, a predominately high resource community:

- ▶ Program H-2 to create additional lower income housing capacity;
- ▶ Program H-11 to identify local funding for affordable housing development;
- ▶ Program H-12 to provide incentives for affordable housing development;
- ▶ Program H-14 to facilitate affordable housing developments on larger sites;
- ▶ Programs H-15, H-16, H-17 to facilitate affordable housing development on City-owned land; and,
- ▶ Program H-22 to expand existing affordable housing developments.

In addition, Program H-10 affirmatively furthers fair housing by addressing community attitudes towards lower-income housing.

The City appreciates the opportunity to respond to SHA and hopes this letter provides additional clarification. The City is currently finalizing revisions to the Draft Housing Element and anticipates adoption of the Housing Element in July 2021. The revised Housing Element will be made available to the public on the project website: www.folsomhousingelement.com. If you have any additional comments or questions, please contact Stephanie Henry, Senior Planner, at shenry@folsom.ca.us or 916-461-6208.

Sincerely,



Pam Johns, Community Development Director

cc: Hillary Prasad, HCD, Hillary.Prasad@hcd.ca.gov
Paul McDougall, HCD, Paul.McDougall@hcd.ca.gov
Chelsey Payne, Ascent, Chelsey.Payne@AscentEnvironmental.com

May 24, 2021

VIA EMAIL ONLY

SHA
Board of Directors

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President
At-large

Paul Ainger
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Volunteers of America

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Sacramento Self Help
Housing

Nur Kausar
At-large

Stanley Keasling
At-large

Alicia Sebastian
California Coalition for
Rural Housing

Rachel Smith
Rural Community
Assistance Corporation

Holly Wunder-Stiles
Mutual Housing
California

RE: Draft Housing Element Revisions

Dear Ms. Johns:

Thank you for sharing your May 4, 2021 letter outlining the City's responses to our prior comments regarding the City's draft housing element. We have reviewed the tracked changes to the draft and the letter and several revisions, that we detail below, are still necessary to comply with state law.

Calculating Capacity at the Maximum Permitted Density

Realistic capacity can either be calculated using the minimum density permitted on the site or if there is no required minimum density then capacity can be calculated by evaluating the typical densities of existing or approved developments *at similar affordability levels* and the impact of development standards. First, the City should be using the densities of other affordable developments to determine the realistic capacity for sites identified for future affordable housing and the Draft includes market rate developments in its analysis. Second, although the City acknowledges that developments that received density bonuses should not be used to determine typical density of

developments, the draft then uses the assumption that if the projects did not request a density bonus they would have developed at the maximum permitted density, 30 units/acre when only one development that did not receive a density bonus ever developed at the maximum density of 30 units/acre. It seems more likely that if a development did not request a density bonus it would develop at a density similar to other developments that did not receive a density bonus, such as the Parkway Apartments at 20 units/acre or Scholar Way Apartments at 26 units/acre.

Accommodating the Lower Income RHNA

Despite the revisions to Program H-6 and the City explanation in its May 4, 2021 letter, we still have serious concerns about whether the multi-generational units are actually available to accommodate the lower income RHNA. First, the City makes a fairly bold assumption that if a multi-generational unit is provided to a friend or family member that in essence frees up another affordable unit in Folsom. For example, if the homeowner's parents move into the multi-generational suite, we do not know that the parents would have otherwise needed or had the opportunity to occupy an affordable home in Folsom. While an assumption, that creating multi-generational might otherwise free up a unit, there is no evidence or analysis that demonstrates its appropriate to assume an affordable unit will be made available. As a result, while it is appropriate to count the creation of a multi-generational unit as a net increase in the overall housing stock, absent any evidence to the contrary, it should only be credited toward the moderate or above-moderate income RHNA.

Second, units that are provided free of charge to people who know the homeowner are not actually *available* at an affordable rent because these units are not *available* to the public at large and are not actually *offered* for rent. Because a suite provided to a friend or family member at no cost is not actually available pursuant to the statutory requirements, the changes to Program H-6 do not address the concerns from our prior comment. While monitoring and conducting surveys on the affordability and production of inter-generational units and ADUs is good public policy, as described in the element, it does not address the fundamental concern that *only* people known to the homeowner creating the units have the opportunity to occupy them. Given the City's proclaimed assumption that units occupied by family and friends for no rent, are in fact affordable and should be credited toward the lower income RHNA, a monitoring and survey program does not appear to be designed to evaluate that assumption. As a result, the City program would never result in the need to identify additional housing sites to accommodate the lower income RHNA and significant under-planning for housing affordable to extremely low, very low, and low income households is perpetuated.

Third, the goals of affirmatively furthering fair housing are not obtained through identifying hundreds of units to accommodate the lower income RHNA that are only available if the tenant is either related to or a friend of the existing homeowner. Instead, this is how exclusivity is maintained: only people with connections to existing homeowners will be able to access these units. This approach at addressing a significant proportion of the City's affordable housing

need will likely exacerbate segregation and is constrains the City's ability to comply with its duty to affirmatively further fair housing.

Affirmatively Furthering Fair Housing

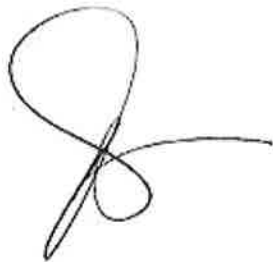
Section 2.3.3 requires further modification to comply with Government Code section 65583(c)(10). The City should revise the contributing factors to identify the City's lack of compliance with housing element law for over 10 year and its prior refusal to identify sites for multi-family housing. The Draft makes it appear as if the City had no part in the resulting lack of variety in the housing stock. The City is primarily zoned for single family homes because the City refused to zone for other uses, despite state law requirements to the contrary.

The City must also revise Section 2.3.3 because it does not clearly identify what goals or priorities it will pursue to address the factors identified in its analysis. It appears that the City's goal is to increase the number of affordable units in the City but nowhere is that goal clearly stated or the metrics to determine the fair housing results as required by 65583(c)(10)(iv).

As stated above, we appreciate the City's sharing their housing element revisions and considering our comments as they move closer to the adoption date. We hope that our comments will assist Folsom's efforts to bring the element into compliance with the law.

cc: Hillary Prasad, HCD
Paul McDougall, HCD
Stephanie Traylor Henry, City of Folsom, Community Development Department

Sincerely,

A handwritten signature in black ink, appearing to be 'Kendra Lewis', with a large loop at the top and a horizontal line extending to the right.

Kendra Lewis, Executive Director
Sacramento Housing Alliance

A handwritten signature in black ink, appearing to be 'Cathy Creswell', written in a cursive style.

Cathy Creswell, Board President
Sacramento Housing Alliance

⏪ Reply all ▾ 🗑 Delete 🚫 Junk 🚫 Block ⋮

FW: Folsom Draft Housing Element Revisions

🕒 Label: 2 Year Delete (2 years) Expires: Sat 6/10/2023 12:22 PM



Pam Johns

Thu 6/10/2021 12:22 PM

To: Ejiro@sachousingalliance.org

Cc: Stephanie Henry; Scott Johnson; Sari Dierking; Chelsey Payne; Kim Untermoser



SHA Folsom Revised DHE Co...

170 KB

Good morning, Ejiro,

City of Folsom planning staff appreciate the comments provided by SHA regarding the City of Folsom Draft Housing Element. City staff and the consultant team have reviewed SHA comments and suggestions and have shared these with HCD. In response to the latest comment letter received (May 24, 2021) and ongoing discussions with HCD, we revised the draft Housing Element to include a discussion related to the City's history of multifamily zoning and inclusionary housing and the related lawsuits. We also made further revisions to the Housing Element Programs to include metrics and milestones related to AFFH. The revised draft has been sent to HCD and is published on the project website and is available at the following link: <https://www.folsomhousingelement.com/documents>

Regarding the density and multi-generational housing assumptions, we've discussed our assumptions with HCD and are comfortable with the assumptions as drafted. Consistent with the information we shared on our Zoom call with SHA a few months back, our assumptions are based on our most recent 5-year multifamily development activity and home building trends in the Folsom Plan Area, as well as many conversations with market rate and affordable apartment developers, home builders, and property owners. Our Zoning Code Update is in process to align with relevant State law and to remove barriers and create incentives for multifamily and multi-generational housing. Further, SACOG staff has now recommended for funding approval Folsom's competitive REAP grant to amend the General Plan, Zoning Code and complete CEQA analysis to increase allowed density in several areas of the City. That preliminary policy question for density increase has already been vetted with our City Council as part of this Housing Element Update and received unanimous support.

The Planning Commission Hearing is scheduled for July 21. Originally the hearing was scheduled next week, June 16, but based on these latest revisions we pushed the hearing out. The City Council Hearing is scheduled for August 24.

Please let us know if you have any questions or need any additional information. Thank you.

Pam

Pam Johns

Community Development Director

Attachment 8

Compilation of additional written comments on the Draft Housing Element

From:Robert Holderness <RHolderness@holdernesslaw.com>
Sent:Friday, June 25, 2021 5:51 AM
To:Stephanie Henry <shenry@folsom.ca.us>; Desmond Parrington <dparrington@folsom.ca.us>
Cc:Scott Johnson <sjohnson@folsom.ca.us>
Subject:RE: zoning ccode update

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.

Stephanie: I have a suggestion for Folsom's consideration, as follows:

1. That the proposed city policy re: "Surplus City-Owned Land" be expanded to encompass "Surplus Land Owned by the City, the State, and the Federal Government."
2. Reasoning is as follows: large swaths of land within the existing city limits of Folsom [that are located along major thoroughfares] are owned by the state or the federal government.
3. Much of that land is treated by those governments as "buffer" land. That is, they are doing nothing with it and have no plans to do anything with it in the future.
4. Unfortunately for the interests of Folsom and its residents, much of that "buffer" land is located along major thoroughfares, namely, Folsom Blvd., Greenback Lane, Folsom-Auburn Road, and Natoma Street. Moreover, in the case of the "buffer" lands along Folsom Blvd. they are located adjacent to light rail stations that were built and opened *circa*2005. In other words, those "buffer" lands are well situated for land uses compatible with the major public investments in transportation infrastructure that have been made by and with the City of Folsom over many, many years. Reserving those lands for rock piles or weed patches is not among the uses compatible with such major public sector investments in transportation infrastructure. By the way, it should be noted that all of those lands were in private ownership from the middle of the 19th century until the 1950s and 60s. Lastly, on this point, God did not make the rock piles. The Natomas Company did and it never remediated the land as it should have done under law. Inaction breeds opportunity.
5. In the case of the "buffer" land along Natoma Street [on the campus of Folsom State Prison], Gov. Newson issued an executive order back in early 2020 whereby he designated, among other things, a portion thereof as available for "affordable housing." Folsom should take that as evidence that the State of California is prepared to revisit its policy of neglecting those so called buffer lands, so they can be put to better use. In anticipation thereof, Folsom should prepare the way through its "housing element."

Bob Holderness



Sent Via E-Mail

February 9, 2021
GA 21-006

Stephanie Traylor Henry
City of Folsom
50 Natoma Street
Folsom, CA 95630
shenry@folsom.ca.us

Subject: Comments on City of Folsom Housing Element 2021-2029 Draft Plan

Dear Ms. Henry:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the City of Folsom's Housing Element 2021-2029 Draft Plan. SMUD is the primary energy provider for the City of Folsom and the proposed Plan area. SMUD's vision is to be the trusted partner with our customers and community, providing innovative solutions to ensure energy affordability and reliability, improve the environment, reduce our region's carbon footprint, and enhance the vitality of our community.

Based on our review of the City's proposed Plan policies and implementation measures, SMUD offers comments and questions for the City's consideration. Where noted, SMUD encourages the City to consider additional policies and implementation measures.

ADUs and Multi-Generational Housing (Policies H-1.5, 1.7, 2.4, IP H-4)

SMUD supports and encourages the development of additional housing stock at all levels within the Greater Sacramento region. In the instance of Accessory Dwelling Units (ADUs), we encourage city staff to inform residents of current design regulations and energy requirements related to ADU development prior to approval of designs and building permits. As State law now requires electrical solar solutions to be installed on all new residential buildings, including ADUs, we encourage the City to direct homebuilders to SMUD resources, including the Neighborhood Solar Shares program as an option to meet these new regulations. Secondly, adding either an ADU or Multi-Generational Housing (MGH) unit to an existing parcel may trigger the need for installation of additional metering equipment and panel upgrades depending on anticipated electrical loads. Please find the attached SMUD ADU factsheet, which outlines considerations around electrical service when designing an ADU.

Density & Electrical Infrastructure Considerations (Policies H-2.1, 3.7, 4.3, 5.1, 6.4)

The addition of new affordable, inclusionary housing options for seniors, persons with disabilities, and young professionals is crucial for the ongoing success of our region. SMUD encourages new standards that revisit current density limits on small lots and allow greater lot coverage while maintaining awareness of current energy requirements for individual parcels. In the case of by-right housing, it is critical that the City educate and inform applicants of the design standards necessary to appropriately and safely integrate into SMUDs existing electrical infrastructure prior to the approval of permits and construction of new units. SMUD is also pleased to see renewed focus on enhanced permitting and review times, knowing that thorough and expedient project reviews contribute to our region's ongoing success. We encourage applicants to work with SMUD early to identify site specific constraints and service options to avoid redesign costs and project delays.

Electrification (Policies H-4.1,7.1, 7.3, IP H-8)

Using electricity to heat the space, water and to cook produces the largest possible drop in the carbon footprint of a building while reducing costs and providing cleaner air in the building and the community. SMUD encourages dwelling unit rehabilitation efforts to include electrification policies that provide safe, environmentally friendly options for low-income households. The City should also consider adding electrification, for both new construction and gas to electric conversions, as part of its overall efforts to promote energy efficiency and reduction of greenhouse gas emissions of new and existing housing. SMUD offers a number of programs that can aid in building all-electric and our rebate programs are increasingly shifting to support such conversions in existing buildings and in new development.

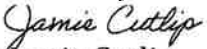
While SMUD encourages the use of innovative technologies like installation of solar on multifamily housing, we also encourage consideration of SMUD's Neighborhood SolarShares program, which supports our local economy through utility-scale solar installations located in SMUD territory. Inclusion of this program as an option within design standards for multifamily housing would benefit local builders and developers while providing clean, environmentally friendly solar energy to the community.

As environmental leadership is a core value of SMUD, we look forward to collaborating with you on this Housing Element update. We aim to be partners in the efficient and sustainable delivery of the community enhancements outlined in the proposed Plan.

Again, we appreciate the opportunity to provide input on the City of Folsom's Housing Element 2021-2029 Draft Plan. SMUD would like to stay involved and is available to discuss any of the above areas of interest and any other potential issues.

If you have any questions regarding these comments, please contact me at Jamie.Cutlip@smud.org or (916)732-5308.

Sincerely,


Jamie Cutlip

Government Affairs Representative III
Regional & Local Government Affairs
Sacramento Municipal Utility District

Cc:

Pam Johns, Community Development Director
Scott A. Johnson, AICP, Planning Manager



Accessory Dwelling Units and Electrical Service

If you're planning to build an Accessory Dwelling Unit (ADU), reach out to us at SMUD, your community-owned not-for-profit electrical utility company, for a free consultation. Whether you're converting a garage or building a multi-level unit, each ADU has location and design parameters that pose a unique set of challenges. Working with SMUD early in the process can help you understand service options and determine if adjacent properties are affected. We can also help you avoid redesign costs and project delays.

To help plan your ADU project, we prepared the following tips.

1. **Do your homework first.** Your application and review process through the City of Sacramento

doesn't include bringing SMUD electric service to the new unit. Make sure you understand what the electric service requirements are and what your design needs to include.

- Are there any existing overhead power lines that may conflict with the new unit? See if there are any lines directly over or adjacent to the footprint (foundation area) of the building.
- What do you want to build? What is the footprint of the proposed structure? Will the unit be attached to your existing home, or detached? How many stories will it have? Factors like these determine SMUD's ability to provide electric service to your ADU.



- What type of side or rear yard setback are you proposing for the new unit, per the City's zoning code? If there are setbacks along the back or side yards that are less than 5 feet, running new service lines to the unit may be challenging.
- Where will the new electric panel be located? A duplex meter installation is usually required for most ADU situations. This meter panel may need to be placed on the existing or new structure depending on your situation.

2. **Confirm the design prior to submitting your plan to the City.** There are design elements that may require coordination between the City and SMUD to identify the location of additional equipment and to determine how to deliver electrical service from a utility pole to your unit.

- Are there public or private trees in front of or on your site? The location of the tree(s) could affect where poles and service lines can be established.
- Will easements be required from adjacent property owners? In some cases, easements from neighboring properties may be required. This could add substantial time to your construction schedule.

State law now requires electrical solar solutions to be installed on any new residential building, including ADUs. If you plan to install rooftop solar panels, additional metering equipment may be required. We offer a system estimator tool to help you evaluate your rooftop solar options, and we anticipate that by September 2020, we'll be offering

the SMUD Neighborhood Solar Shares program to our customers. This program provides all the benefits of solar, including environmental benefits and bill savings, without the need to install a solar system on your roof. For more information, please go to smud.org/NeighborhoodSolarShares. To use the system estimator tool, please sign into **My Account**.

3. **Ask about additional benefits.** Don't forget to ask about incentives or rebates for energy efficiency upgrades. You may be able to get money back on energy-efficient appliances, insulation, windows, toilets and landscaping. If you're including a home (primary dwelling unit) renovation, you may get rebates for both structures. For more information about rebates for your home, please go to smud.org/Rebates.
4. **Plan at least six months in advance.** Take the time to do the necessary research and planning to lessen your risks. The typical SMUD timeline from application to building occupancy is four to six months (SMUD application approval timelines are separate from the City of Sacramento planning and building permit approval timelines but can be processed at the same time). However, the necessary work for ADUs often exceed this timeline due to unforeseen challenges.

For more information on the SMUD new construction process, or to make an appointment to discuss your ADU project, please go to smud.org/Construction.



February 2, 2021

SENT VIA EMAIL

Ms. Stephanie Traylor Henry
Senior Planner/Housing Coordinator
City of Folsom Community Development Department
50 Natoma Street
Folsom, CA 95630

2021-2029 Housing Element Update

Dear Ms. Traylor Henry:

Thank you for providing the Sac Metro Air District the opportunity to review the City of Folsom's 2021-2029 Housing Element Update. The Sac Metro Air District is required by the California Health and Safety Code to represent the residents of Sacramento County in influencing the decisions of other agencies whose actions may have an adverse impact on air quality. In that spirit, Sac Metro Air District staff offer the following recommendations to strengthen the air quality and climate supportive policies in the Housing Element Update.

Along with the City of Folsom, the Sac Metro Air District participated in the 2020 Capital Region Transportation Sector Urban Heat Island Mitigation Project ([UHI Project](#)), producing a report on urban heat island effect impacts on the Sacramento region, and mitigation strategies for these impacts. The urban heat island effect already presents a serious challenge for our region. Urbanized areas in the City of Folsom are 9 degrees Fahrenheit warmer than the surrounding areas, which results in decreased air quality and associated public health impacts along with increased energy usage. The City of Folsom has a great opportunity to incorporate UHI in the Housing Element Update by adding a policy to **Goal H-7, Residential Energy Conservation and Sustainable Development**, recognizing UHI and the need to reduce its impacts.

Policy H-7.X – The City shall require the incorporation of urban heat island effect reduction measures in new and existing development.

Sac Metro Air District encourages the City of Folsom to consider measures from the UHI Project to support **Goal H-7** and the suggested new UHI policy. The following UHI measures reduce energy use, provide local and regional cooling, and create an environment that encourages walking and bicycling, thereby reducing vehicle miles traveled:

- Require new and existing structures to utilize certified cool roofs. [The 2019 California Building Energy Efficiency Standards](#) suggests an aged solar reflectance of at least 0.63 for low-sloped roofs and at least 0.20 for steep-sloped roofs, and minimum

thermal emittance of 0.75. The Cool Roof Rating Council provides [a product directory of roofs](#).

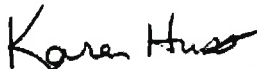
- New outdoor pavement has an albedo of at least 0.25-0.5. [*Supports General Plan Policy LU 9.1.8, Cool Paving.*]
- Landscaping plans incorporate new trees to shade new and existing pavements and structures. A directory of air-quality supportive trees is available in the Sacramento Tree Foundation's [Shady Eighty guide](#), and a more extensive tree list is available on page 153 of the [UHI Technical Analysis Report](#). [*Supports General Plan Policy NCR 1.1.8, Planting in New Development.*]
- For parking lots, if cool pavement or tree shading is not feasible, require solar photovoltaic shade structures to reduce urban heat islands, generate renewable energy, and provide shading to parked vehicles.

Please refer to page 252 of the [UHI Technical Analysis Report](#) for a focused discussion on the cooling impacts of these heat island strategies for the City of Folsom, and page 269 of the same report for a dedicated analysis on the cooling impacts of rooftop versus parking lot solar photovoltaic installations. Among other benefits, the study found that adopting cool roofs and cool pavements can help the City of Folsom reduce air temperatures by up to 9 degrees Fahrenheit, which can translate into significant health benefits and energy savings. For solar photovoltaics, the study also found that cool roofs and rooftop solar are complementary – not conflicting – strategies, and thus combining cool roofs and rooftop solar can help to increase urban cooling and solar efficiency. However, solar photovoltaic installations over parking lots provide greater cooling benefits overall compared to rooftop solar. As solar technology improves in efficiency, the cooling benefits of both rooftop and groundcover solar are projected to increase.

Additionally, Sac Metro Air District encourages the City of Folsom's rehabilitation efforts of the existing housing stock undertaken to implement **Goal H-4** include energy efficiency upgrades, and when cost effective, conversion to electric appliances, space and water heating devices.

Please contact me at khuss@airquality.org or 916-874-4881 if you have any questions regarding these recommendations or would like to discuss them further.

Sincerely,



Karen Huss
Associate Air Quality Planner/Analyst

cc: Paul Philley, AICP, Sac Metro Air District Program Supervisor
Shelley Jiang, Sac Metro Air District Climate Change Coordinator
Scott Johnson, AICP, City of Folsom Community Development Department

Draft Housing Element

Jerry Young <young_ga@msn.com>

Fri 1/15/2021 11:59 AM

To: Stephanie Henry <shenry@folsom.ca.us>

Cc: Steve Krahn <skrahn@folsom.ca.us>

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Stephanie

I saw in the Telegraph today that you are the person to contact in regards to the Draft Housing Element and I have a couple of questions.

1. In policy H-1.4 states "housing is developed on sites identified in the lower-income sites inventory" . Can we get a copy of that inventory list or maps showing the location?
2. In policy H-3.4 Surplus City-Owned Land: What does the City consider to be surplus land and are there any maps showing the location of the land? Are parcels that are or have been shown as open space considered surplus? and can the City decide to remove land from open space to provide for low income housing etc.?
3. Implementation Program, H-5 & H-6: These sections appear to encourage the construction of dwelling units through public education and development fee reductions and/or waivers, and that the City shall monitor the construction , sale, and/or rental of these units.

Does this mean that the City will manage and control the use or rent of any Accessory Dwelling Unit to be built in a single family back yard? And does the Subdivision Map Act provide a provision for the Sale of this dwelling?

In the City News there is mention of the Zoning Code Update. Would it be possible to purchase or pick up a copy of the preliminary Zoning Code Update.

Since time is short according to the published dates we would appreciate your response as soon as possible.

Thanks

Jerry Young. Resident

Summary of Comments on Draft Housing Element Programs
City of Folsom Housing Element Update
Folsom High School Students

As part of their architecture and civil engineering curriculum, students at Folsom High School took the opportunity to look over the proposed Housing Element and were tasked with providing feedback on all of the proposed programs. Where applicable they attempted to find similar programs or policies in other cities around California. Their findings are attached.

Goal Areas	Thoughts and Feedback
H1	<p>Adequate Sites Monitoring: Constantly updating the vacant and underutilized sites inventory and making the updated inventory available on the City website is a great policy. The site inventory should demonstrate adequate site capacity to accommodate the regional housing need for all income groups. This is important because all types of citizens must be accounted for when considering residential site planning. For example, if most residential areas are for people with a greater than average household wage then it might be in the cities interest to have adequate site capacity for average household wages in order to attract more people to the city through greater residential capacity and create a variety in income groups. The site monitoring must: "either a) ensure at least 50 percent of the low- and very low-income regional housing need can be accommodated on sites designated for exclusively residential uses, at appropriate densities or b) If accommodating more than 50 percent of the low- and very low-income regional housing need on sites designated for mixed-uses, all sites designated for mixed-uses must allow 100 percent residential use and require residential use to occupy at least 50 percent of the floor area in a mixed-use project." I especially agree with this as it accommodates for low income households and requires the city to monitor residential sites with low income households in mind. It's also good that this policy encourages the development of underutilized sites. This makes sure that no site goes to waste and allows for more space for residential housing. However, this is difficult because such programs could include actions to initiate any necessary rezoning, establish appropriate regulatory and/or financial incentives, relax development standards (design criteria, parking, building height, setback requirements, support more compact and higher-density residential developments, and facilitate the new construction of multifamily rental and owner-occupied units. This is why most underutilized sites that are further developed tend to be in urban core areas, adjacent to existing neighborhoods, close to transit centers, and near established businesses and services. Last but not least is the policy of keeping the inventory on the City website updated. I would say I agree with this most because it allows for city planners to know what sites they can use and which ones have been used. If this wasn't up to date then it would just cause more confusion for people who are planning to build on the sites.</p> <p>https://hcd.ca.gov/community-development/building-blocks/program-requirements/identity-adequate-sites.shtml</p>
H2	<p>I agree with goal H2 that the city should create more high-density housing because it allows for more opportunities for low-income buyers and fulfills the RHNA, the Regional Housing Needs Assessment, for the low and very low-income categories that are defined by annual household incomes of \$41,800 to \$66,900 and less than \$41,800, which are also 50% to 80% or less than 50% of the household income bucket. The SACOG Board adopted the sixth cycle 2021-2029 of the RHNA Methodology in November 2019 and adopted the RHNP on February 20, 2020, adjusting the necessary numbers for the low income brackets. SACOG allocated the City of Folsom a total of 6,363 housing units for the eight-year RHNA cycle. The allocation is equivalent to approximately 795 housing units annually for the eight-year planning period. Of the 6,363 housing units, 3,567 units are to be affordable to very low-income and low-income households (collectively referred to as the "lower-income" RHNA). This represents a 72 percent increase in the lower-income RHNA of the previous Housing Element (2,072 units).</p>
H3	<p>Multi-family housing densities: https://planning.lacity.org/cwd/tramwk/chapters/03/tab31.htm https://www.folsom.ca.us/civicax/filebank/blobdload.aspx?blobid=28880</p> <p>The home builders in the city of Folsom should develop more projects on multi-family designated land at the high density range. This is necessary and apparent, as seen in the website of the plans for the city of Folsom, due to a larger inflow of US residents who have shifted to Folsom to live with part of their blood-related family in that region.</p> <p>The uprising trend of multi-family residences, as seen in the planning of the website for the city of Los Angeles, California, the city has already began adapting to its rise in domestic US residents that are relocating to a part of their family in southern California. The multi-family market of Los Angeles has been growing at a rapid speed as its population outgrows the supply of apartment buildings available in its location. Los Angeles has significantly more dwelling units/acre for multi-family low, medium, and high densities than Folsom residences.</p> <p>Los Angeles multi-family densities: Low Medium 1 : 10-17 dwelling units/net acre Low Medium 2 : 18-29 dwelling units/net acre Medium : 30-55 dwelling units/net acre High Medium : 56-109 dwelling units/net acre High : 110-218 dwelling units/net acre</p> <p>Folsom multi-family densities: Low : 7-12 dwelling units/net acre Medium : 12-20 dwelling units/net acre High : 20-30 dwelling units/net acre</p> <p>From the listing of the densities, it is clear that Folsom should increase their high-density, multi-family residence units as Los Angeles did to cope with the growing demand in multi-family housing. Constructing at a high density range is also much more efficient in maintaining and avoiding unexpected idleness of dwelling units/acre for multi-family land use.</p>
H4	<p>I agree with this goal because I think that the history of a city is important to its development. The old buildings and architectural structures add to the beauty of the city. The city would provide financial assistance when needed to the substandard dwelling units. Following through with this policy would allow the city to avoid the displacement of low-income households. Any building with architectural value would be preserved. The city would offer higher prioritized house rehabilitation and maintenance efforts for the purpose of rehabilitating the city's existing housing stock. The city would survey the conditions of the house periodically, to see if it needed maintenance. The city would also receive at least two years of notice preceding the conversion of any deed-restricted affordable rental units.</p>
H5	<p>I agree with goal H-5 that incentivizing Accessory Dwelling Units is important. Accessory Dwelling Units provide homeowners with flexibility as their situation changes. If a homeowner's parents are elderly and need support, they can live on the same land as the homeowner. Also, as a homeowner ages, they may feel that their home is too large for just one or two people. As a result, they will either have to move out or spend money on the upkeep or mortgage of a large property that they do not use. Therefore, it makes more economic sense for the homeowner to construct an Accessory Dwelling Unit on their property and either move into the Accessory Dwelling Unit or rent it out. For the city, this creates more low-income housing because the same property that used to support one household can now hold two. Helping lenders provide loans to homeowners who want to build an Accessory Dwelling Unit seems like a good incentive. However, should the city find that Accessory Dwelling Units are very effective in increasing the affordability of Folsom's housing, the fees should be entirely subsidized or a tax credit should be provided in order to give further incentive. This would create an influx of individuals moving to the city and the local economy would grow.</p>

H6	Tracking new multi-generational suites as individual housing units is definitely a good idea, mostly because the cost of constructing houses is much higher in California as compared to other states. ADUs solve this problem by lowering the cost of building homes, and also effectively attracting more buyers looking for affordable housing. A 500 square foot ADU can cost around \$50,000-\$100,000 to build, while the average price of homes in Folsom is about \$615,000 (https://www.redfin.com/city/6343/CA/Folsom/housing-market). By recognizing and monitoring the sale and rental of individual multi-generational suites, the effects of the affordable housing crisis could be lessened. But if the needs for lower income housing are not met by 2025, in my opinion it would be wise to implement more multi-family housing, like low income apartments instead. That way, both affordable multi-generational units and apartments could work hand in hand to increase affordable housing in California.
H7	I agree that goal H-7's plan to review development impact and permit fees in order to facilitate affordable housing is an important goal to improve the livelihood of people in Folsom. The goal is intended to reevaluate the services and fees involved in housing developments in an effort to find ways to reduce the cost to the city. By doing so, the city has less expenses and affordable housing can be made cheaper, creating new homes at an affordable price range to help lower income families. The current fees are based on an economy from years ago in which the cost to create new developments was significantly different than it is today. By reviewing these fees, it is possible that the city may find ways to reduce the price. Given the rapidly increasing housing prices in California, finding ways to implement more affordable housing would help keep people from leaving the state and give people a more comfortable life. However, there is also a chance that when reevaluating these fees, the city may find that they need to increase them, and housing prices will increase.
H8	Adopting objective design standards for multifamily housing is a great step that the Folsom community should take. These design standards will ensure that all multifamily housing in Folsom will be in accordance to a set of City-wide rules. Planned to be implemented in 2021, this will make it easier for new Folsom residents to find a new home in the numerous Folsom apartment complexes. As the apartments and overall multifamily housing system will become more standard, variation between different apartment complexes will reduce, making it easier to settle for any one of the many viable multifamily housing options. Goal H-8 also states that it will rescind the design guidelines for multifamily development, which is a positive change since those were only guidelines. Essentially replacing these guidelines with stricter, objective standards, there will be more incentive to follow the standards. Since these standards will be a part of the new zoning code, apartment complexes and other multifamily housing in Folsom will also have to be strictly approved first to be allowed to use certain land space, building heights, and occupy regulated geographic areas.
H9	I agree with the City's continuation of requiring inclusionary housing on all new for-sale units. Looking at page 41-54 in https://www.folsom.ca.us/civicax/files/blank/blobload we can see that for low-income families, housing costs for 36.4% of the population take up greater than 50% of income. Subsidizing affordable housing through in-lieu fees for neighborhood developers would reduce this 50% figure, freeing up the cost burden for these types of families. When we look at this problem in comparison to families across income levels, the affected population is smaller (7.5%) but still very significant. One related note is how these income consumptions are under government welfare programs, such as social security income for homeowners 65 years and older. Inclusionary housing is not an alternative to existing government welfare, but rather a supplementation program.
H10	Raising awareness for affordable housing is necessary as there are 5,570 estimated homeless people in just Sacramento County and about 151,278 individuals are homeless in the state of California. These numbers are alarming such that they require awareness. In the city Folsom awareness for affordable housing is spread on the city website: (https://www.folsom.ca.us/community/housing_services/affordable_housing.asp) which allows its residents or anyone with an internet connection to access information regarding the affordable housing program and where to find the units that are available for sale in Folsom. It also displays resources for affordable rental housing. There are currently over 75 existing deed restricted affordable units in the city. When the current homeowners sell these units they must sell them to other very low- or low-income buyers at an affordable price regulated by the city. In a 4 person family \$26,200 to \$59,050 income is considered as a qualification for the affordable housing services in the Sacramento County. (https://www.folsom.ca.us/documents/FY202020%20Income%20Limits%20Documentation%20System%20Summary%20for%20Sacramento%20County.pdf) There are also volunteer programs such as the Homeless Assistance Resource Team (HART) of Folsom who recruit volunteers to advocate to increase in the availability and affordability of housing within Folsom to property owners, developers, and government.
H11	I agree with this goal as I believe allocating funding for the development of local low-income communities will be beneficial to combatting homelessness. Funding affordable housing programs will give better support for those in these communities. In 2018, it was estimated that 6.8% of Folsom residents lived below the poverty line. That same year, housing costs in Folsom increased by 7.4%. This shows us that while poverty in Folsom continues to rise, housing costs also rise. The need for affordable housing is ever-present and funding must be allocated for this crisis. I also agree with the method in which funds will be collected, as it does not target homeowners, but rather corporations. Through this, economic factors will not affect citizens, and will not cause a greater rise in housing cost. Something I believe that the goal should also focus more upon is the amount that senior citizens will be affected by these plans in an economic matter. Women 75 or older had a percentage of 13.5% below the poverty line, and men had a 6.5%. They are some of the most at-risk of poverty, so some of the money should be allocated towards senior citizens and affordable housing projects geared towards them.
H12	I agree with this goal, it is fairly straight forward, recommending simply that we update the density bonus law as a part of the goal
H13	H-13 seeks to help facilitate the creation of affordable housing by encouraging property owners and developers to meeting to organize affordable housing under their own valition, rather than mandating affordable housing devoupment. This is a good goal because it encourages what would be normally a low priority matter by streamlining the approval process to make the devoupment more appealing. Using less invasive measures like this can help to create an efficient way of creating affordable housing without having too much red tape, unnessicary fines, or misued funds. Limiting this action to only large sites, greater than 10 acres, is also beneficial to give priority to larger projects that will create more affordable housing in a shorter amount of time. In addition, this goal will help to limit the ammount of underutilised land by encouraging higher-density devoupments. In general, the benefits of this goal will facilitate the devoupment of affordable housing between land owners and developers with a streamlined approval process without invasive mandates or overwhelming action on behalf of the city. Giving developers the freedom to operate to complete projects that have their own interest in mind will create more efficiently managed developments. To aid in the development of affordable housing, some regulations could also be refaxed to make these projects more appealing, regulations that concern parking, building height, and setback requirements could be loosened to make the developent easier. https://www.hcd.ca.gov/community-development/building-blocks/program-requirements/identify-adequate-sites.shtml
H14	This goal explains that the city will focus on developing affordable housing in the parking area for the Glenn/Robert G Holderness Light Rail station along Folsom Boulevard. I feel this is an ideal location to develop affordable housing due to its close proximity to the Glenn/Robert G Holderness Light Rail station for easy transportation via train. This will especially be a good housing area for those who work along or near the Light Rail train path in Sacramento. It is also relatively close to some small businesses across the street, Old Town Folsom, and Winco Foods around the corner for groceries. These people living in this housing area can provide more business to these small businesses and restaurants. One thing that concerns me is if there will be a sufficient amount of parking for the occupants of the housing and for those people parking for the Light Rail. This is concerning because this space will become a dual purpose parking lot. This really depends on the size of the housing complex, and how many occupants there will be. If there is an especially busy day for Light Rail riders, the parking lot may not be large enough. The area is currently split into two parking lots, so this would be easy to build housing on one parking lot, and leave one existing parking lot. It is good that the goal addresses the issue of parking in this area and the importance of coordinating with Sacramento Regional Transit to ensure there is ample parking. Another concern I have is the number of homeless people that linger around the train stations in Folsom. This may be a nuisance to those living in the housing complex, but it is just something to consider. The noise of cars next to Folsom Boulevard will also be something that will need to be addressed for those planning to live next to this busy road. Ultimately, this seems like a good area to develop affordable housing.

H15	<p>This goal attempts to develop more low priced housing for single family homes, in addition to accessory dwelling units in hopes to combat the lack of affordable housing in Folsom, specifically on a site at 300 Persifer Street. What seemed off to me was that the calculations for the salary that qualifies for low income housing (listed in the Folsom Income Limits Documentation System report for 2020) seems to be calculated strangely, as they do not comply to California Health and Safety Codes- Section 50093, which states that a low to median income family that should qualify for affordable housing should be less than 120% the median income of an area, and many of the salaries shown in the report don't seem to follow any easily identifiable rule. I also had concerns about the size of the area designated for low income housing, as it was only a single plot of size of .91 acres, and most other affordable housing locations like Belmont and Menlo Park create housing zones(according to the website I found), which I would have expected given how Folsom purportedly has a very high population growth.</p>
H16	<p>In recent years, homelessness due to lack of affordable housing has been increasing substantially in Folsom. Especially during times of economic difficulty (like during COVID 19), the issue of affordable housing is of great importance as money may become more scarce. Among other programs, the city is considering proposals to utilize the Housing Trust Fund. Created in 2002, the primary purpose of this fund is to ensure the supply and manage the safe of low-income housing. Due to this reason, we would think that using it (for its very purpose) would be a no-brainer. However, in a recent Folsom City Council meeting (09/08/2020), it was proposed that the City Housing Fund be used instead. I agree with this more recent proposal. It cites specific legislation and financial reasons as to why the City Housing fund is more apt for affordable housing projects. This fund has enough money, although more may need to be allocated in the future. However, the proposal also lacks a strong reason as to why the Housing Trust Fund shouldn't be used (claiming only that its funds will be reserved for other purposes).</p>
H17	<p>The Community Development Block Grant (CDBG) is a fantastic tool that can be utilized by cities to help fund affordable housing and various programs to help its citizens. Support for housing rehabilitation programs, including ones that benefit seniors, is a fantastic use for CDBG money. In my opinion, however, there are more worthwhile uses for the Community Development Block Grant than telephone counseling and meditation services. According to the National League of Cities, the CDBG was developed and must be used for the following purposes: "1. Principally benefit low-and-moderate income persons. 2. Aid in the prevention or elimination of slums or blight. 3. Meet and urgent need by addressing conditions that pose a serious and immediate threat to the health and safety of residents." Given this and the COVID-19 pandemic, I think a better use of CDBG funds allocated for telephone counseling and meditation services could be the aiding low-and-moderate income people and households that have experienced negative effects from the closure of many businesses. The funds could also be used to support programs that would help these people find jobs again. I understand that this is a long-term plan and that the COVID-19 pandemic is a relatively short-term issue, but it would be nice if some funds from the CDBG were allocated to help people struggling from the negative financial impact of COVID-19, especially when the funds could be allocated from services which, in my opinion, seem extraneous and unnecessary.</p>
H18	<p>This goal is to have the city continue participating in the Mortgage Credit Certificate Program, administered by the Sacramento Housing and Redevelopment Agency (SHRA). This allows them to assist low-income first-time homebuyers purchase a home. The Mortgage Credit Certificate Program is designed to provide homeownership assistance on home purchases within the cities of Rancho Cordova, Sacramento, Elk Grove, Folsom, Isleton, Galt, Citrus Heights and the county of Sacramento. The MCC reduces the amount of federal tax a homebuyer pays, giving more available income to qualify for a mortgage loan and to make monthly mortgage payments. The program features a tax credit of 20% of the annual mortgage interest paid, 40% of an MCC allocation is reserved for households whose income does not exceed 80% of the area median adjusted for family size. I agree with this goal because it helps first-time homebuyers, who are struggling financially, purchase a home. The Covid-19 pandemic is a great example of something that could play a major obstacle for people struggling financially, and this goal/program will help these people in the Sacramento county. Info: https://www.cityofranhocordova.org/departments/community-development/housing/sacramento-mortgage-credit-certificate</p>
H19	<p>This program addresses the "Mortgage Credit Certificate", which the City of Folsom currently offers and is planning to continue. It means that people low-income first-time homeowners in Folsom will be able to claim a tax credit of a dollar for every dollar that they put into their mortgage. They can continue to claim this tax credit as long as they keep putting money towards their mortgage. I think that this program will be beneficial as it would reduce the barrier for entry for houses in this area and make them more financially accessible for more people. The city is also planning on publicizing the program in the future to let more people know about how it could help them. This could have a very positive impact for population growth, and socioeconomic diversity in the Sacramento region. Especially given the current economy, programs like these will be important in the future to help people find and afford housing. https://www.investopedla.com/terms/m/mortgage-credit-certificate.asp</p>
H20	<p>H-20 is the program that works to secure additional funding from State, Federal, and regional sources that can be used to help increase the supply of affordable housing in Folsom. These programs include, but are not limited to the Home programs that has local funds distributed by the Sacramento Housing Redevelopment Agency (SHRA), The State multifamily Housing Program (MHP), sponsored by the Department of Housing and Community Development (HCD), The Permanent Local Housing Allocation (PLHA) fund, sponsored by HCD, The Transit-Oriented Development (TOD) Housing Program, sponsored by HCD; and The Affordable Housing and Sustainable Communities Program (ASHC) which funds transit-oriented development. These programs are ongoing at the moment, and I think it is going in the right direction, however, this was written back in 2013, before the Covid-19 pandemic, and because of this whole quarantine and people losing their jobs, there are going to be even more people seeking affordable housing and temporary solutions. So I referenced the L.A's County Housing Innovation Fund II, which clearly states the amount that will be contributed to the program, the sponsors, the affordability, and most importantly the progress it has had, and the actual sample projects that were built; clearly showing that the fund was put to good use and actually has a good effect. It even has a bit of what the Covid relief would be, which I think is amazing. The link to the L.A. County Housing Innovation Fund II is here</p>
H21	<p>The city shall initiate conversations with owners of existing affordable housing complexes to identify potential opportunities and available funding and / or incentives available to expand existing facilities to increase the number of affordable units. The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.</p>
H22	<p>CDBG is a fantastic program that is utilized by many cities in order to fund housing activities, community facilities, and public projects serving low income people. Homeowners experiencing economic hardship, as defined by or subject to the HUD guidelines can apply for a CDBG loan for improvements to manufactured housing units. The Mobile Home Repair and Replacement Loan Forgiveness Program attempts to provide forgiveness on the homeowners who apply for these loans. Personally, I think this is a great idea, due to the pandemic many homeowners lost their jobs and forgiving people from this loan would help them a lot. On top of that due the Covid Pandemic forcing people to stay at home many people needed improvements for manufactured housing units even more than before and it only makes sense to forgive them from the loan.</p>
H23	<p>The Housing Conditions Survey Program is used by the city of Folsom to seek funding through the Community Development Block Grant, or other funding sources they may find. This program will definitely help those who need support with funding to improve their houses conditions. The programs survey, specifically, shall identify the housing units of those in need of restoring parts of the house that have been damaged resulting in the current condition and replacement. The program says to specify special needs groups such as persons with disabilities and homeless persons, which makes this program helpful for anyone despite their conditions. My opinion on this program is it is needed for those who are struggling financially at home, especially those who are struggling during this pandemic time. It says the timeframe to be by 2025, I believe starting it much earlier would be beneficial for many families struggling right now. There is a current house conditions survey and if the community development department is just improving the program itself, developing the current housing conditions could really help many families fund during this pandemic.</p>
H24	<p>Code Enforcements job is to investigate violations of houses, zones, and even vehicles that are falling apart or not even up to code. When the code is not being upheld, then code enforcement has the right to legally either board up a home, removing junked vehicles, removing junk and rubbish in general, issue civil citations, and even go to the extent of demolishing dangerous buildings(in Sacramento). My opinion on Code Enforcement is that it is necessary. If someone is attempting to keep a building that is under their care in poor to broken condition, then it is only just that the Code Enforcement can make it less dangerous of a structure. Also, if a house is broken down, then the houses around that house can depreciate. Finally, if a structure is deemed dangerous, then it should be demolished because that is a risk on public safety. My opinion surrounding Code enforcement in general is that someone has to do these jobs or else the quality of houses and even neighborhoods will decrease significantly if these codes are not upheld.</p>

H25	The ongoing Seniors Helping Seniors Program allows seniors citizens to aid other senior citizens or mobile homeowners who may need help financially, with their health, safety, or home repairs. This idea is definitely helpful for those who are struggling and a wonderful opportunity for seniors to feel more at home as their in-home care feels "less like service and more like getting a little help from your friends." However, this program is "subject to availability of Program funds," which means the government has no legal liability for the payment of this program until the funds are made available to the Contracting officer and for the Contractor to be notified. Overall, I think it's a really good idea, and the city should continue to provide their financial service for seniors even when funds may not be available.
H26	The Habitat for Humanity Home Repair Program is a great way to make living more accessible to low income families and give shelter to as many people as possible. It also provides assistance with eliminating homelessness in the area. This program will allow the funds the government currently has to go to something useful to improve the living situation for people in the area. Additionally, not only does it benefit those who need homes, it also raises the quality of living overall in the area, as homelessness is correlated with higher crime rates. People who work in the area can now live near their jobs, avoiding the time wasted on transportation to and from work and also the emissions caused by the transportation. This program creates a chain of benefits by making homes more affordable. Folsom's housing price is significantly higher than it should be, and this program would solve that problem. https://www.lowincomehousing.us/CA/sacramento.html shows the average affordable monthly apartment cost in Sacramento is only \$627, which is lower than Folsom's average affordable monthly apartment cost.
H27	The Emergency Shelter Facility Development is the program that states that the City shall continue to encourage and provide technical assistance to local organizations and community groups to help develop emergency shelter facilities in Folsom. The City shall encourage the removal of any neighborhood barriers for any applications for an emergency shelter. The Emergency Shelter Facility also corresponds directly with with policy 5.6, in which it states that, "The City shall continue to provide zoning to accommodate facilities to serve City residents in need of emergency shelter.". All over California, we can see this type of development become more and more popular since the state has been faced with several challenges over the past years, which have consisted of wild fires, droughts, flooding, snow storms, and the most recent COVID-19. One particular place that was hit with one of the most devastating wild fires was Paradise, California in 2019. When the fires began, the spread rapidly and destroyed most of Paradise, but the town was able to evacuate most of the members of the community and hold temporary emergency shelters that were able to provide a safe haven for those who lost their homes. Paradise was able to successfully protect their communities in ways that they could control, which included the availability for emergency shelters in order have some control over the chaos. Overall, I believe this could be better implemented in Folsom today by creating pre-made shelters since we are at a high flood risk due to the Folsom Dam. So if ever that dam were the break with no warning, we would have little to no time to be able to create these shelters, when our community needed them the most. This is hence why I think we should have permanent shelters that are ready for any natural and unnatural disaster to hit Folsom, along with enhancing the amount of people who are involved in supporting the Emergency Shelter Facility Development program. In conclusion, I agree or believe that this is an extremely important program that helps save hundreds of lives and creates such a positive impact on the community that it is able to support in the darkest times it may face. Link to the Program, https://static1.squarespace.com/static/5e754499e1d0434a442a2c5d/5fe14ea1e3486d272049575a/1608601251360/FolsomHE_PolicyDoc_PublicDraft.pdf Link to the Paradise information, https://www.townofparadise.com/index.php/residents/emergency-services-information
H28	For the most part I agree with this change because it aims to help the city while still giving wiggle room. The article covers to main things, a required amount of affordable housing developments and some changes to emergency shelters. First off, I feel like the 12 units or 25% number is a good number to aim for and still gives lots of wiggle room for people to build more expensive houses to live, but still allows for struggling families to live here. My only fear about this is that it might increase traffic in those areas since those affordable housing units are often much more compact. In terms of the emergency shelters, the main change is removing parking that does not need to be there. Now, they are only required to have parking for their workers. I feel that having parking just for the workers may quickly lead to over parking and cause people have to park far away. On the other hand the extra space may allow for more buildings. And because most people using an emergency shelter probably don't have a car, this change makes sense.
H29	It is a good idea to provide satellite services for low-income and homeless within Folsom due to easier access to education and communication. ConnectHomeUSA is a project developed by the US Department of Housing and Urban Development, which provides the necessary tools and connections with major stakeholders, such as AT&T, T-Mobile, and Google Fibers, to low income families. They can use these various tools and connections to find low-cost broadband access and devices (https://connecthomeusa.org/). This has been implemented in communities within Los Angeles and Bakersfield, where it has been successful in helping low income residents. A discounted transit fee for low income families is also very possible and helpful, because it allows low income residents to reach services outside of Folsom. This is a much easier method of transportation that can easily be accessed by all. This has been implemented within the LA Metropolitan Area, known as the Low-Income Fare is Easy (LIFE) program. This program allows eligible riders the ability to receive TAP passes for public transportation at reduced rates (https://www.metro.net/projects/life/). It may be difficult for Folsom to implement a system of free transportation, but they can definitely implement a reduced fare for those who are considered low-income.
H30	The Fair Housing Program aims to make any and all information regarding the city's fair housing program easily accessible by having physical copies at the city hall and the public library, and digital copies on the city website. It also placed measures to take in complaints/questions and redirect them to their corresponding agency that is capable of handling them. Having such important information publicly accessible and easy to access is always useful. It's even better when considering the extra amount of effort put in to have easily accessible means of handling questions and complaints. I see no issues with this, besides from whether the city has the resources to handle incoming questions and complaints (which they are most likely capable of handling).
H31	The Affirmative Housing Plan is used to attract renters and buyers of all backgrounds, which prevents exclusion from various services the city may provide. This way it is easier for people of all backgrounds to easily locate and find services they require. Many cities across have California have implemented this, such as Los Angeles (http://www.lacda.org/docs/default-source/housing-development/nofa-round-2311-fair-housing-and-accessibility-requirements-final.pdf?sfvrsn=a1f181bd_2). This is a good way to showcase Folsom's urban and housing services to everyone who requires them.
H32	The green means go program is a really cool program that is aimed to lower green house admissions in the 6 county sacramento region. They have a few different methods to help this problem but the main goal is to accelerate infill development, reducing vehicle trips and electrifying remaining trips. I think this is a big idea for are local area because making are local citys a clot cleaner and a lower greenhouse admission area can increase the look of an area. One of the big areas they are focusing on is del paso. It has been ignored ever since higheay 160 was developed blocking traffic from going there. It has suffered from old and inadequate infrastructure and has no new consumers and has become vacant and underutilized. They plan to reduced the barriers blocking it and add incentives for new consumers to go there in hopes of bring del paso back to life.

Housing Element

LJ Laurent <ljl Laurent@att.net>

Sun 1/10/2021 11:46 AM

To: Mike Kozlowski <mkozlowski@folsom.ca.us>; Sarah Aquino <saquino@folsom.ca.us>; Christa Freemantle <cfreemantle@folsom.ca.us>; Rosario Rodriguez <rrodriguez@folsom.ca.us>; YK Chalamcherla <ykchalamcherla@folsom.ca.us>; Kerri Howell <khowell@folsom.ca.us>

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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.

To: Folsom Mayor, Vice Mayor, council
City Clerk

cc/bcc

from: LJ Laurent

January 10, 2021

Re: Comments for HE "hearings for stakeholders/others"
ERRATA

Re: Housing Element update

problems with access to Governing regulations in Ascent documents:
http://www.hcd.ca.gov/hpd/housing_element2/CON_home.php

this link takes one to "HCD PAGE NOT FOUND."

DITTO this link

https://www.hcd.ca.gov/hpd/housing_element2/gp_publicparticipation.php

Major Problems:

Lack of ENGINEER CERTIFICATIONS Prior to increased construction and housing densification.

Isn't RAW SEWAGE a concern? Waterworks Engineer Report 2017

<https://www.folsom.ca.us/civicax/filebank/blobdload.aspx?blobid=33203>

Aren't residents sick of plastics [polyacrylamides] being added to city-treated Drinking Water?

Aren't citizens concerned about 2,400 F degree Furnace being constructed ADJACENT to federal forests, and single family homes?

CURRENT example pending NOW.

Formal Report to follow this email

[Cemetery 1 8 2021 PRA Resps IWInterwest short letter]

Aren't city elected officials concerned about the ability of 1,000 gallons of stored Liquid Propane Gas being stored within 70 feet of Folsom Blvd., rail tracks, HOMES, American River?

Aren't new council going to be told secret proposal processing for a Conditional Use Permit -- to be rapidly/quietly granted by a group of private citizens with NO LEGAL AUTHORITY?

HDC operations prove deception, failure to obey State Government Code & Zoning laws. Doesn't this bother elected officials and licensed staff PAID to USE THEIR LICENSE to protect us and enforce the laws?

How can any elected body of five consider a proper & Legal Housing Element when the Folsom City Charter and Folsom Municipal Code have been quietly altered to remove the Duties of a Law Enforcer holding a CA Engineering License? Nothing this city has done during rapid expansion has included a City Engineer Signature & Seal of Certification. I know for sure because I have made dozens of Public Record Act Requests for the City Engineer Approved/Sealed Zoning changes, Subdivision Actions, densifications of land usages, invalid "arrangements", and of course, the key to it all: SECRECY, just like the current proposal to build TWO FIVE HUNDRED LPropane Gas Tanks within INCHES of federal forest.

Yes, Folsom has staff considering, advancing, and paying for Letters from IWI outside engineers for 2,400F degree furnace right above American River, and close enough to destroy cars, controls, trains, along Folsom Blvd. 1,000 gallons of liquid propane is a LOT MORE than what is shown in this popular LPG propane tank explosion. Debris are missiles shooting hundreds of feet away. Fires are constant danger to forest, river, homes, streets, trailers, trains, and yes, human lives -- both ours and our First Responders. FYI, nearest/only fire hydrant is more than 300 feet away from this incendiary pair of potential Bombs. All that secrecy by city staff, advance profits to Lakeside Cemetery historic and new owners. RESEARCH REPORT on Crematorium will follow soon, with data from Sacramento County records, State law references, and detailed analyses of Folsom's secrecy and its multiple conflicting/bogus "commissions" and city staff having innocent/ignorant citizens believing they [as "aesthetic" suggestion givers] can grant Special Permits, Waivers, and disallowed Land Usage

"privileges" to all comers. This happens because a true "City Engineer" is an Independent Law Enforcement Officer -- who oversees the most critical aspects of our lives, Rights, and Safety.

Propane Tank Explosion

1,237,655 views • Mar 1, 2014

<https://www.youtube.com/watch?v=Lr15rPHEmeQ>

Not one single PRA Requested "Certified" Public Document has been Signed & Certified by Folsom "City Engineer", nor "Folsom City Surveyor." e.g. Rockcross Subdivision Financing Agreement scheduled for "approval" January 20, by council -- but LACKING all Seals/signatures of Licensed enforcers.

Staff with ZERO Engineering credentials/License have made huge decisions about housing -- without respecting FOUR Independent Certified Engineers Reports about LACK of ADEQUATE Raw Sewage Conveyance pipes. Along & over American River, all four such studies have certified Folsom has NOT improved nor enlarged SSS hydraulic capacity -- despite huge population growth. Folsom still has over EIGHTY ONE Inches Diameter of SSS pipes competing to enter old 6" to 15" pipes

immediately adjacent to South Bank of American River. Sewage is backed up all the way to Old Oak Avenue. In East Folsom, identical problems exist, despite the FE3 SacSewer pipe.

Housing Survey makes it clear the majority of existing city residents are concerned with maintaining their interests as private property owners.

Unfortunately the survey FAILED TO IDENTIFY Potential Housing Element SITES available in South of 50, FPA. This is a huge OMISSION which undoubtedly will SKEW OUTCOMES.

Or will S50 remain water-guzzling \$3/4 million housing? It looks that way now, with dozens of earth movers lined up for more single family large houses. How HE conscious is current S50 focus?

Folsom is operating de facto, as if there STILL are more than one city, more than one planning commission, more than one set of Formal Standards.

INFRASTRUCTURE comment: Folsom has not had any Land Usage, Zoning, or Permitted Uses prepared to us, with CERTIFICATION by City Engineer.

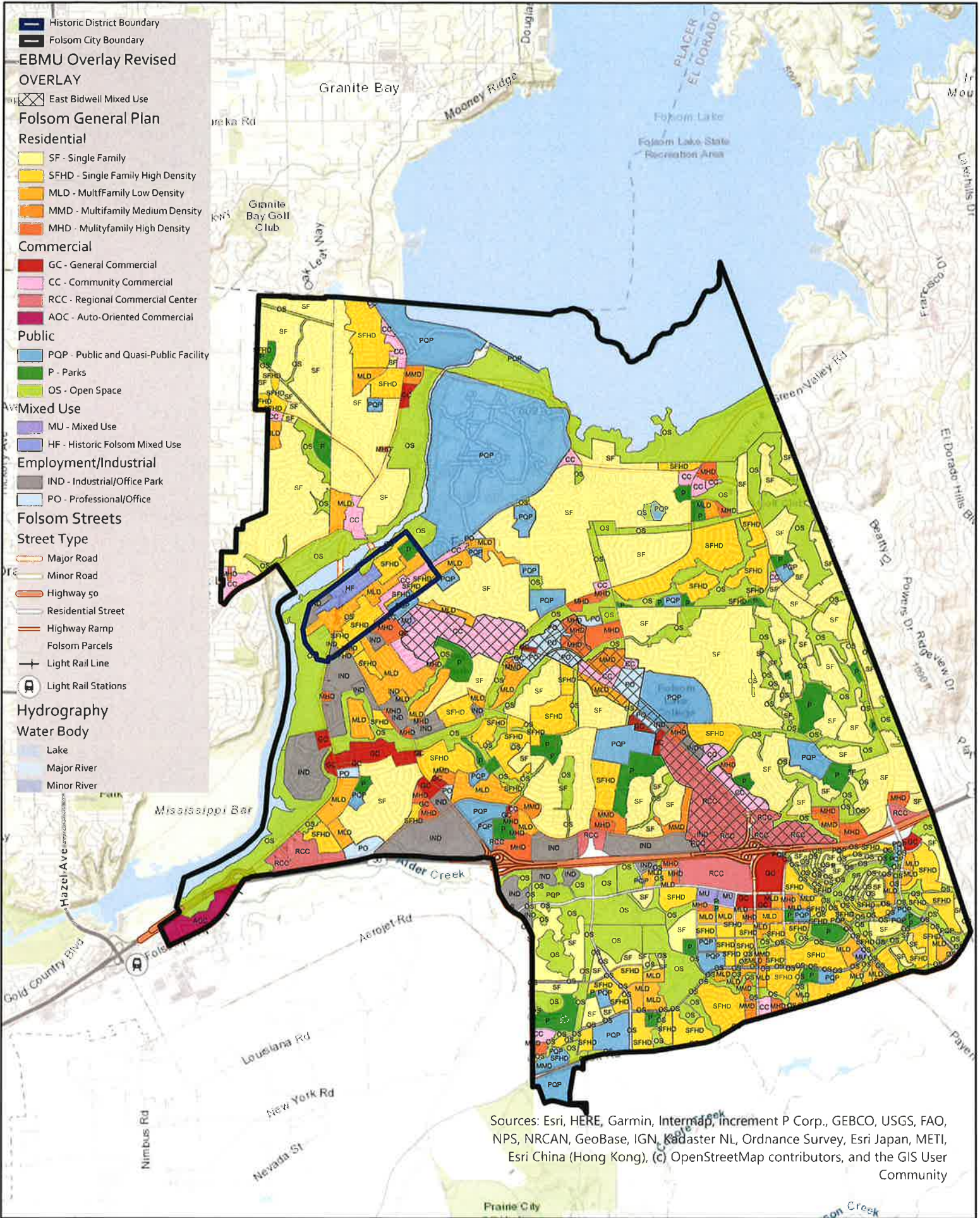
Even the January 20, 2021 Major Subdivision Map/Zoning request DOES NOT HAVE Signatures and Seals of the Officials who are required to APPROVE said Certifications PRIOR to Presentation to city council.

In fact, Folsom law states not only City Engineer must formally seal/approve all such legislative actions for land usage, but ALSO the "city attorney" must ALSO CERTIFY these actions as complete, correct, properly estimated for Public Infrastructure, proper Development Agreement with Financial surety and Standard Compliance for all infrastructure.

In this vein, Folsom residents were saddled with a \$26 Million improvement of White Rock Road -- because ex post facto -- this section of road improvement was "labelled part of dead SE Connector project." \$26 million is a huge gift to Mangini LLC and other land owning interests.

Attachment 9

Land Use Element Update Exhibits



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

City of Folsom
 Folsom 2035 Land Use Diagram - Figure LU-1
 (Amended April 2021)



Community Design

Folsom has a strong tradition of high-quality design that establishes a unique identity. Policies in this section further solidify and advance Folsom’s overall community look and feel. The policies build on Folsom’s design heritage and continue to push the boundaries of good community design.

Goal LU 9.1

Encourage community design that results in a distinctive, high-quality built environment with a character that creates memorable places and enriches the quality of life of Folsom’s residents.

LU 9.1.1 Combine Driveways

Encourage property owners in retail corridors to reduce the number of driveways along arterial roads. When possible, property owners should cooperate through reciprocal access and parking or similar agreements linking parking lots to minimize traffic congestion on the arterial road. **RDR**

LU 9.1.2 Retail Development Design Standards

Develop, maintain, and implement design standards for retail development to ensure retail districts have well-developed landscape buffers, decorative treatments to building facades, and a variety of building heights and roof lines. **RDR MPSP**

LU 9.1.3 Eliminate Large Blocks

Encourage the insertion of new streets or pedestrian ways in large “super blocks” that do not have public streets bisecting them. These large blocks are common in retail corridors and can reduce pedestrian and bicycle connections to these areas. **RDR**

LU 9.1.4 Gateways

Continue to establish key gateways to Folsom through landscape design, appropriately-scaled signage, building form, and historic themes to create a unique sense of place. **MPSP**

LU 9.1.5 Pedestrian-Friendly Entrances

Encourage automobile-oriented business districts to provide clear and legible entry features, connected by pedestrian-friendly walkways. **RDR**



These two strip malls in another community have four driveways nearly adjacent to each other. This creates an unsafe and unpleasant environment for pedestrians and drivers.



Some communities use arches or highly visible signage to signify a community gateway. The Johnny Cash Bridge serves as a gateway into Folsom.

LU 9.1.6 Community Beautification

Encourage the landscaping of public rights-of-way and planting of street trees to beautify Folsom consistent with water-wise policies. **SO RDR**

LU 9.1.7 District Identity

Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes. **RDR**

LU 9.1.8 Cool Paving

Identify opportunities to use cool paving materials and consider the use of permeable pavement for streets and trails, where feasible. **SO RDR**

LU 9.1.9 Passive Solar Access

Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access. **RDR**

~~**LU 9.1.10 Renewable and Alternative Energy Generation Systems**~~ 

~~Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.~~ **RDR**

Attachment 10

Public Draft Climate Adaptation and Resilience Report

Appendix D:
Climate Adaptation and Resilience Report
for City of Folsom

Prepared For:

City of Folsom
50 Natoma St,
Folsom, CA 95630

Prepared By:

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June 2021

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Introduction

The effects of climate change are already occurring at global and regional scales and will continue to worsen existing hazards in the City of Folsom (hereafter referred to as “city”). The primary effects of climate change include increased temperatures and changes in precipitation patterns. These impacts are expected to heighten and exacerbate risks posed by secondary climate effects, including extreme heat events, wildfire, drought, flooding, and large storms. While many of these hazards have existed historically in the city, the frequency and intensity of many of these hazards is projected to increase because of global climate change.

This Climate Adaptation and Resilience Report (report) serves as a climate change vulnerability assessment, which is intended to inform the development of adaptation strategies by analyzing the city’s exposure to existing hazards, sensitivity to these hazards, potential climate-related impacts from these hazards, and the City of Folsom government’s (City) existing capacity to prepare and adapt for these impacts, known as adaptive capacity. This report is intended to accompany a set of adaptation strategies that will be incorporated into the Safety Element of the City of Folsom 2035 General Plan. Both the vulnerability assessment and the adaptation strategies are intended to help the City prepare for the impacts of climate change and remain consistent with Government Code Section 65302, as amended by Senate Bill (SB) 379, which requires jurisdictions in California to assess and prepare for climate change as part of their next Safety Element update.

Climate Change Background

Greenhouse gas (GHG) emissions are responsible for causing climate change. The largest source of GHG emissions from human activities is the burning fossil fuels for electricity, heat, and transportation. The combustion of fossil fuels, among other human activities, since the Industrial Revolution in the 19th century has introduced GHGs into the atmosphere at an increasingly accelerated pace, intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth’s climate, known as global climate change or global warming. Climate change has more recently become a priority issue on an international, national, and local scale as recent climate data reveal more extreme weather patterns, increased average global temperatures, and the rapid melting of the Earth’s Arctic and Antarctic poles and glaciers.

The global average temperature is expected to increase by 3.7 degrees Celsius (°C) (6.7 to 8.6 degrees Fahrenheit [°F]) by the end of the century unless additional efforts to reduce GHG emissions are made (IPCC 2014). Depending on future GHG emissions, average annual maximum daily temperatures in California are projected to increase between 4.4 and 5.8°F by 2050 and by 5.6 to 8.8°F by 2100 (OPR, CEC, and CNRA 2018a). The state and the city have already begun to experience extreme weather effects, the frequency and intensity of which have been worsened by climate change (OPR, CEC, and CNRA 2018a). Extreme weather effects such as volatility in precipitation, increased average temperatures, and increased frequency of extreme heat events have led to increases in the frequency and intensity of human health and safety hazards such as wildfires, droughts, and changes in the available water supply.

Regulatory Setting and Guidance Documents

This section provides a summary of the relevant regulations and guidance documents and resources that were used to help develop the vulnerability assessment and adaptation strategies included in this report.

SENATE BILL 379

According to SB 379, general plan safety elements must address climate change vulnerability, adaptation strategies, and emergency response strategy. Upon adoption of SB 379, Government Code Section 65302 was updated to include the following additions:

Section 65302 (g) (4) Upon the next revision of a local hazard mitigation plan, adopted in accordance with the federal Disaster Mitigation Act of 2000 (Public Law 106-390), on or after January 1, 2017, or, if a local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022, the safety element shall be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to the city or county. This review shall consider advice provided in the Office of Planning and Research's General Plan Guidelines and shall include all of the following:

(A) (i) A vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, including, but not limited to, an assessment of how climate change may affect the risks addressed pursuant to paragraphs (2) and (3).

(ii) Information that may be available from federal, state, regional, and local agencies that will assist in developing the vulnerability assessment and the adaptation policies and strategies required pursuant to subparagraph (B), including, but not limited to, all of the following:

(I) Information from the internet-based Cal-Adapt tool.

(II) Information from the most recent version of the California Adaptation Planning Guide.

(III) Information from local agencies on the types of assets, resources, and populations that will be sensitive to various climate change exposures.

(IV) Information from local agencies on their current ability to deal with the impacts of climate change.

(V) Historical data on natural events and hazards, including locally prepared maps of areas subject to previous risk, areas that are vulnerable, and sites that have been repeatedly damaged.

(VI) Existing and planned development in identified at-risk areas, including structures, roads, utilities, and essential public facilities.

(VII) Federal, state, regional, and local agencies with responsibility for the protection of public health and safety and the environment, including special districts and local offices of emergency services.

(B) A set of adaptation and resilience goals, policies, and objectives based on the information specified in subparagraph (A) for the protection of the community.

(C) A set of feasible implementation measures designed to carry out the goals, policies, and objectives identified pursuant to subparagraph (B) including, but not limited to, all of the following:

(i) Feasible methods to avoid or minimize climate change impacts associated with new uses of land.

(ii) The location, when feasible, of new essential public facilities outside of at-risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identifying construction methods or other methods to minimize damage if these facilities are located in at-risk areas.

(iii) The designation of adequate and feasible infrastructure located in an at-risk area.

(iv) Guidelines for working cooperatively with relevant local, regional, state, and federal agencies.

(v) The identification of natural infrastructure that may be used in adaptation projects, where feasible. Where feasible, the plan shall use existing natural features and ecosystem processes, or the restoration of natural features and ecosystem processes, when developing alternatives for consideration. For purposes of this clause, “natural infrastructure” means using natural ecological systems or processes to reduce vulnerability to climate change related hazards, or other related climate change effects, while increasing the long-term adaptive capacity of coastal and inland areas by perpetuating or restoring ecosystem services. This includes, but is not limited to, the conservation, preservation, or sustainable management of any form of aquatic or terrestrial vegetated open space, such as beaches, dunes, tidal marshes, reefs, seagrass, parks, rain gardens, and urban tree canopies. It also includes systems and practices that use or mimic natural processes, such as permeable pavements, bioswales, and other engineered systems, such as levees that are combined with restored natural systems, to provide clean water, conserve ecosystem values and functions, and provide a wide array of benefits to people and wildlife.

(D) (i) If a city or county has adopted the local hazard mitigation plan, or other climate adaptation plan or document that fulfills commensurate goals and objectives and contains the information required pursuant to this paragraph, separate from the general plan, an attachment of, or reference to, the local hazard mitigation plan or other climate adaptation plan or document.

(ii) Cities or counties that have an adopted hazard mitigation plan, or other climate adaptation plan or document that substantially complies with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions, climate adaptation plan or document, specifically showing how each requirement of this subdivision has been met.

Vulnerability assessments must identify the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, utilizing federal, state, regional, and local climate vulnerability documentation. Adaptation policies, goals, and objectives are to be developed based on findings from the vulnerability assessment. Additionally, jurisdictions are required to create a set of feasible implementation measures to reduce climate change impacts on new or proposed land uses. Lastly, jurisdictions that have adopted a climate adaptation plan (CAP) separate from the General Plan may reference that document to comply with SB 379 requirements.

CALIFORNIA ADAPTATION PLANNING GUIDE

The California Office of Emergency Services (CalOES) and California Natural Resource Agency (CNRA) prepared the first Adaptation Planning Guide (APG), most recently updated in June 2020, to provide communities with vulnerability assessment and adaptation planning guidance. The APG includes a step-by-step process that communities may use to help plan for the impacts of climate change. The APG provides a framework for communities to identify potential climate change effects and important physical, social, and natural assets; create adaptation strategies to address climate change impacts; and develop a monitoring and implementation framework for climate change adaptation. The APG served as the formal guidance document for preparation of this report (CalOES 2020).

CALIFORNIA’S FOURTH CLIMATE CHANGE ASSESSMENT AND SACRAMENTO VALLEY REGION REPORT

CNRA, Governor’s Office of Planning and Research (OPR), and California Energy Commission (CEC) prepared *California’s Fourth Climate Change Assessment* (Climate Assessment) in 2018 (OPR, CEC, and CNRA 2018a). The Climate Assessment was designed to address critical information gaps that decisionmakers at the state, regional, and local levels need to close to protect and build the resilience of people, infrastructure, and natural systems to climate change-related hazards. The Climate Assessment is referenced throughout this report to

provide background information and evidence of regional climate change impacts. The Climate Assessment includes regional reports that provide information on the climate change impacts that will affect specific regions throughout the state. Information from *California's Fourth Climate Change Assessment Report: Sacramento Valley Region Report* (Sacramento Valley Report) is included throughout the report and was used to assess the various potential climate change effects that are projected to impact the city and Sacramento County (county) (OPR, CEC, and CNRA 2018b).

CITY OF FOLSOM AND REGIONAL PLANNING EFFORTS

In addition to State adaptation efforts, the City and supporting agencies have developed planning documents focused on local and regional adaptation to climate change hazards. These planning documents analyze existing hazards and include strategies or guidelines to mitigate their severity. Resources considered in the development of this vulnerability assessment include:

- the County's Local Hazard Mitigation Plan (LHMP) (Sacramento County 2017a),
- the City's Annex to the LHMP (City LHMP Annex) (Sacramento County 2017b),
- the City's General Plan and supporting documents,
- the City's Emergency Operations Plan (EOP) (City of Folsom 2020a),
- the City's Evacuation Plan (City of Folsom 2020b),
- the City's Community Wildfire Protection Plan (CWPP) (City of Folsom 2011),
- the City's Urban Water Management Plan (City of Folsom 2015), and
- the Sacramento County Draft Climate Action Plan (Sacramento County 2021).

Vulnerability Assessment

This section provides a comprehensive assessment of the city's vulnerabilities to climate change. It identifies and characterizes the climate change effects and other related hazards that are anticipated to impact the city. The vulnerability assessment follows the process outlined in the APG and is composed of the following four steps:

1. **Exposure:** The purpose of this step is to understand existing hazards within the city and how changes in climate variables (e.g., average temperature, precipitation) are projected to affect these hazards. Existing hazards that can be worsened by the effects of climate change are identified and described, based on historical data from sources such as the LHMP. Climate projection data is used to develop projections for how existing hazards are expected to change by near-term (2021-2050), midterm (2035-2064), and long-term (2070-2099) timescales.
2. **Sensitivity and Potential Impacts:** This step compiles a list of population groups and community assets that are sensitive to localized climate change effects. Climate-related hazards (e.g., flooding, wildfire) are generally projected to increase in severity, with the potential for climate change to generate new impacts that communities have not experienced historically. Using historical data, research from regional and statewide reports on climate impacts, this step seeks to understand how sensitive populations and assets may be affected by climate change.
3. **Adaptive Capacity:** The City, partner agencies, and organizations within the County have already taken steps to build resilience and protect sensitive populations and assets from existing hazards. The purpose of this step is to characterize the City's and involved stakeholders' current ability to address future climate impacts, referred to as adaptive capacity. The ability of the City to adapt to each of the identified climate impacts is determined through a review of existing plans, policies, and programs.

4. **Vulnerability Scoring:** Lastly, this step determines the City's priority climate vulnerabilities through a vulnerability scoring process. Vulnerability scores are based on several factors, including: the severity of projected climate exposures, the sensitivity of certain population groups and assets to the anticipated climate effects, and whether sufficient adaptive capacity exists to manage future climate impacts.

The vulnerability assessment helps the City understand which climate vulnerabilities are most urgent and should be prioritized during the adaptation strategy development phase, outlined in Section 3, "Adaptation Framework and Strategies," as well as during strategy implementation.

Exposure

This section includes the exposure analysis, relying primarily on existing planning documents and resources to understand the City's current hazard and uses climate modeling data to identify how these hazards will change in the future.

The city is located in Sacramento County approximately 25 miles east of the City of Sacramento. U.S. Highway 50 runs east-west through the city and serves as the main regional connector roadway for residents and visitors. The city includes three Regional Transit Authority light rail stations, connecting it to downtown Sacramento with connections to other areas in the Sacramento region. The city is located directly south of Folsom Lake, which is created by the Folsom Dam. Folsom Dam was built in 1955 by the U.S. Army Corps of Engineers and is operated by U.S. Bureau of Reclamation. The city's elevation is approximately 350 feet above sea level.

The city's climate consists of mild winters and Mediterranean summers similar to other areas of Sacramento County. The average daily temperatures in the city range from 37 to 60°F degrees in the winter months to between 53 and 94°F in the summer and fall months. Annual average rainfall in the city is 23 inches, which occurs primarily in November through March.

EXISTING HAZARDS

The City's LHMP Annex and the City's General Plan provide a comprehensive understanding of natural and manmade hazards that historically have threatened the city, including those that may be exacerbated by climate change. These plans evaluate several hazards that are influenced by climate, including wildfire, extreme weather, flooding, and drought. The following sections discuss these existing hazards as evaluated by the County, drawing from other reports and documents as needed.

Wildfire

Wildfire behavior is dependent on several factors that, when identified and assessed, can help determine future wildfire characteristics. The three factors listed below contribute significantly to wildfire behavior and can be used to identify wildfire hazard areas:

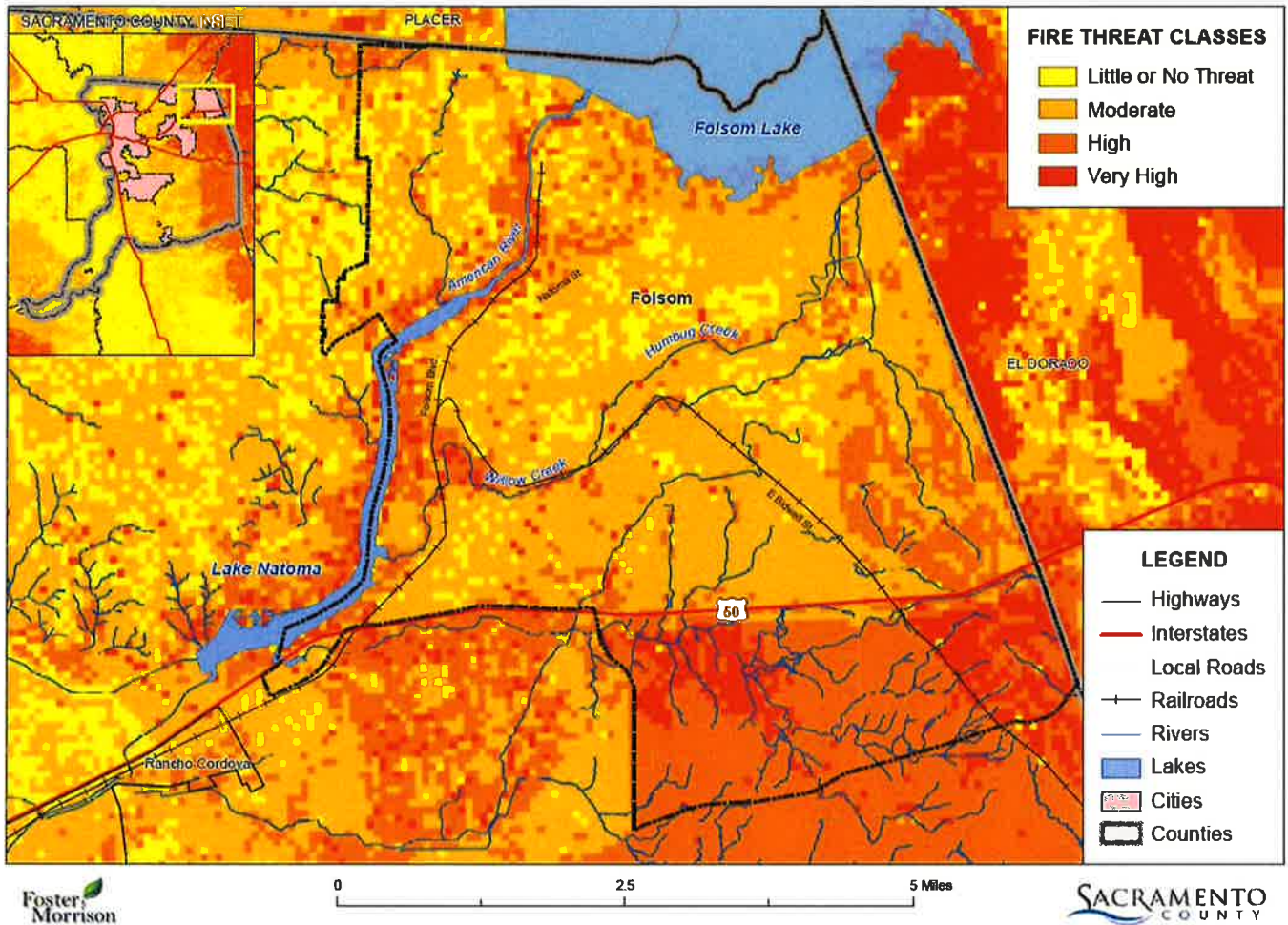
- **Topography:** An area's terrain and land slopes affect its susceptibility to wildfire spread. Both fire intensity and rate of spread increase as slope increases because heat from a fire tends to rise through convection. The arrangement of vegetation throughout a hillside can also contribute to increased fire activity on slopes.
- **Fuel:** Fuel is the material that feeds a fire and is a key factor in wildfire behavior. Fuel is generally classified by type and by volume. Fuel sources are diverse and can include dead tree leaves, twigs, and branches of dead, standing trees; live trees; brush; and cured grasses. Buildings and other structures, such as homes and other associated combustibles, are also considered a fuel source.
- **Weather:** Components such as temperature, relative humidity, wind, and occurrence of lightning affect the potential for wildfire. High temperatures and low relative humidity dry out fuels that feed wildfires, creating a situation where fuel will ignite more readily and burn more intensely. Thus, during periods of

drought, the threat of wildfire increases. Wind is one of the most significant weather factors in the spread of wildfires. The greater a wind, the faster a fire will spread and the more intense it will be.

The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), are represented as Very High, High, or Moderate. The classification of a zone as a Moderate, High, or Very High FHSZ is based on a combination of how a fire would behave and the probability that flames and embers would threaten buildings. Wildfire risk is also determined by several factors, such as wind speeds, drought conditions, available wildfire fuel (i.e., dry vegetation), past wildfire suppression activity, and expanding wildland-urban interface (WUI) (i.e., places in and around forests, grasslands, shrub lands, and other natural areas) (Westerling 2018). Impacts from grass and brushfires in the City could result in evacuations of portions of the City as well as loss of property and impacts to critical facilities.

Based on data included in the CWPP and the City's LHMP Annex shown in Figure D-1, the majority of the city is located in areas designated as moderate to high fire threat. Given the city's location and urban setting, there is relatively low risk of impacts from wildfires relative to areas northeast of the city in El Dorado County; however, the city is at increased threat of grass and brushfires. Although the majority of the city's developed areas are at lower fire risk, the city does include a few key areas classified as high or very high fire threat, specifically in the American River and Lake Natoma Recreation areas, which are managed by the State of California Parks and Recreation Department (California State Parks). As a recreation area, there are limited roadways within these areas, making fire equipment access difficult. Other areas with increased risk of impacts in the WUI along the American River include Willow Creek and Folsom Powerhouse recreation areas, as well as the Negro Bar Recreation area. While threatened by fire risk along the American River and in southeastern portions of the city, residents are also at risk from health impacts from poor air quality associated with wildfire smoke. Poor air quality can be generated in the city from wildfires occurring throughout northern California as has been experienced in recent years.

FIGURE D-1: CITY OF FOLSOM FIRE THREAT ZONES



Source: Sacramento County 2017b

Extreme Heat

Extreme heat days and heat waves are the most lethal type of weather-related event in the United States. The warmest months in the city typically occur in the summer months from June through August. Using data from Cal-Adapt and for the purposes of this report, the extreme heat threshold for the city is 104°F, meaning 98 percent of all recorded temperatures in this period (1961-1990) were below 104°F. Historically, the city has experienced an average of four extreme heat days per year. Heat wave events are characterized as periods of sustained extreme heat and are defined by Cal-Adapt as four or more consecutive extreme heat days. Historically, there has been less than one heat wave event in the city per year with only, on average, two consecutive days per year above 104°F. Table 1 includes historic monthly temperatures at the closest weather station to the city. Although not located directly in the city, new record daily high temperatures were set at the Sacramento Executive Airport, the weather station nearest to the city, in August (112°F) and September (109°F) 2020 (NOAA 2020). The previous record for August (110°F) was set in 1996, and the previous record for September (108°F) was set in 1950 (NOAA 2020).

Table 1: Historic Monthly Temperatures in the City of Folsom

Month	Temperature	Date	Month	Temperature	Date
January	74°F	1/12/2009	July	114°F	7/13/1972
February	76°F	2/19/1964	August	112°F	8/16/2020
March	88°F	3/26/1988	September	109°F	9/6/2020
April	95°F	4/30/1996	October	104°F	10/02/2001
May	105°F	5/28/1984	November	87°F	11/01/1960
June	115°F	6/15/1961	December	72°F	12/28/1967

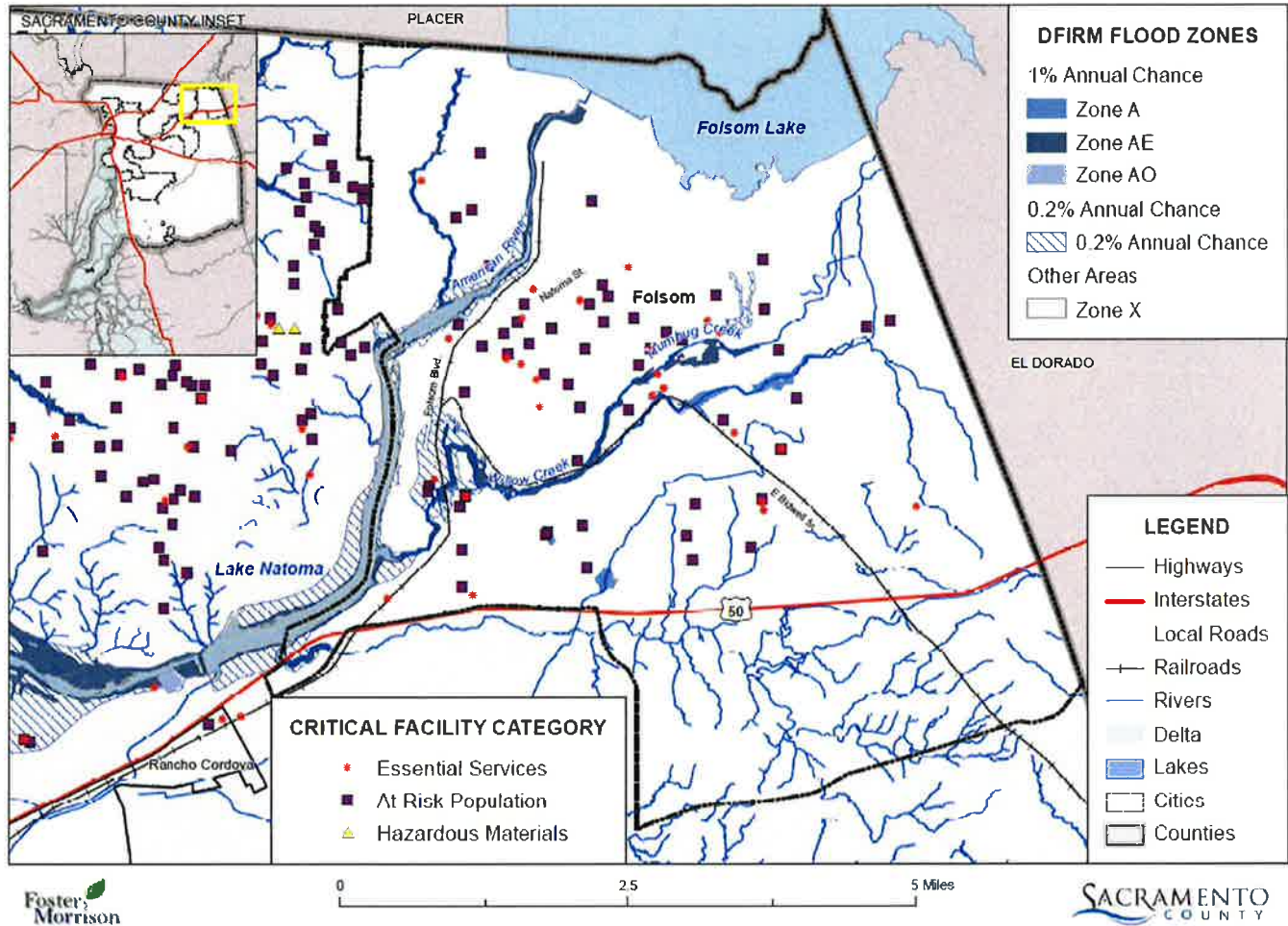
Note: Temperatures recorded at Western Regional Climate Center, Federal Aviation Administration Sacramento Executive Airport Station.

Source: Sacramento County 2017, NOAA 2020

Flooding

The city is traversed by several smaller waterways which generally run northeast to southwest through the city. Larger waterways include the American River, which runs through the northern portion of the city and along the southwest boundary of the city, as well as Humbug Creek and Willow Creek, which run into the American River at the southwest boundary of the city. These waterways are at risk from both riverine flooding and localized stormwater flood events. As shown in Figure D-2, the areas immediately surrounding Humbug Creek, Willow Creek, and the American River are located in the Federal Emergency Management Agency 100- or 500-year floodplain. Historically, the Sacramento region has been subject to several large flooding events including more recent events in 1995 and 2016/2017. According to analysis conducted in the City's LHMP Annex, there is a total population of 216 residents with dwelling units located in the 100-year floodplain and 198 residents located in the 500-year floodplain. Critical facilities that provide critical services during emergency events such as fire stations, police stations, and government facilities as well the location of vulnerable populations such as day care centers, schools, and elderly care facilities are all identified in the City's LHMP annex. The city does not have any critical facilities located in the 100-year floodplain and includes 5 critical facilities located in the 500-year floodplain. These facilities include the Children's Creative Learning Center, the Inn at Lake Natoma, the Folsom Crescent School, the Glenn Regional Transit Light Rail Stop, and the Folsom Sierra Endoscopy Center. Located adjacent to the Folsom Dam, the city is also at risk to impacts from dam inundation. Approximately 40,000 residents are at risk from dam inundation, in which mass evacuations of larger portions would be required. The City, in conjunction with FEMA, has recently completed updated hydrology and hydraulic analysis as well as updated flood mapping for Humbug Creek, Willow Creek, Hinkle Creek and Alder Creek and are expected to be published in Fall of 2021. However, as of the publishing of this report, these maps have not been published.

FIGURE D-2: CRITICAL FACILITIES AND FLOOD ZONES IN THE CITY OF FOLSOM



Source: Sacramento County 2017b

Drought

As noted in the City's LHMP Annex, drought is unique in its characteristics compared to other natural hazards in that it is not a distinct event and more characteristically has a slow onset and can last for several years. The City relies primarily on Folsom Lake, located directly north of city, for its potable water supply. Folsom Lake receives and controls water supplies within the American River watershed, an area of approximately 1,875 square miles to the north and east of the reservoir. While the city does not typically use their total apportioned annual water supply, drought scenarios, when they do occur, can affect both the city and the larger Sacramento region. From 2012 to 2015, the city experienced a prolonged drought period along with majority of communities in California. During this period, Folsom Lake reached historic low water levels. As noted in the City's LHMP Annex, the City has achieved significant reductions in water consumption in recent years due to State conservation mandates, more efficient plumbing standards, water system optimization improvements including repairs, improvements and replacements of existing water transmission and distribution facilities. As the city's population continues to grow, water demand will increase and could exacerbate future drought conditions when they do occur.

CLIMATE CHANGE EFFECTS

Climate change effects are categorized as primary (direct) and secondary (indirect). Primary effects are those that are caused by the initial impacts of increased GHG emissions, from which secondary effects result. The primary climate change effects analyzed for the city include changes in average annual temperature and precipitation. The secondary effects, which can occur because of individual changes or a combination of changes in the primary effects, include wildfire, extreme heat, extreme precipitation and flooding, and drought regimes, as well as reduced snowpack.

Though the precise extent of future climate change effects is uncertain, historical climate data and forecasted GHG emissions can be used to project climate change effects through near-term (2021-2050), midterm (2035-2064), and long-term (2070-2099) timescales. The time periods are established as 30-year time intervals to gather accurate data on average changes in the climate, which is typically measured over 30-year time periods or longer. This results in overlap among some time periods. Due to annual fluctuations in climate variables, climate data on shorter time periods may be less accurate and not reflect long-term averages (NOAA 2018). To assess potential effects from climate change, the APG recommends using Cal-Adapt, a tool developed by the CEC and the University of California, Berkeley Geospatial Innovation Facility that uses global climate simulation model data to identify how climate change might affect various geographies in California. Cal-Adapt addresses the uncertainty in future GHG emissions by using Representative Concentration Pathways (RCPs) developed by the Intergovernmental Panel on Climate Change (IPCC). These RCPs depict two different future emissions scenarios. RCP 4.5 represents a lower emissions scenario in which GHG emissions continue to rise through 2040 and then decrease to below 1990 levels by the end of the century. RCP 8.5 represents a high emissions scenario, or business-as-usual (BAU) scenario, where GHG emissions continue to increase through the end of the century. As recommended by the APG, this vulnerability assessment evaluates near-term and midterm climate change effects and their associated impacts under the high emissions scenario, as this takes a conservative approach and assumes worst-case scenario. Additionally, changes in climate variables during these timescales are similar under both the low and high emissions scenarios. Because long-term global GHG emissions trends are less certain and climate impacts vary more considerably between scenarios, a discussion of both the low and high emissions scenarios is included for the long-term timescale (OPR, CEC, and CNRA 2018a).

Cal-Adapt downscales global climate models to local and regional resolutions using the Localized Constructed Analogs statistical technique. Four of the models included have been selected by California's Climate Action Team Research Working Group as priority models for research contributing to the Climate Assessment. To analyze climate projections for the city, the average of the downscaled data provided by these four models was used. The boundaries of the study area for this analysis are the geographic boundaries of the city.

Primary Climate Change Effects

Increased Temperatures

According to Cal-Adapt, the historic (1961-1990) average annual maximum temperature for the city is 74.2°F, and the historic average annual minimum temperature is 49.1°F. As shown in Table 2, both are projected to increase throughout the century. The average annual maximum temperature in the city is projected to increase to 78.4°F in the near-term and 79.3°F in the midterm under the high emissions scenario. The average annual maximum temperature is projected to increase to 79.5°F and 82.9°F in the long-term under the low and high emissions scenarios, respectively. The average annual minimum temperature in the city is projected to increase to 52.9°F in the near-term and 53.7°F in the midterm under the high emissions scenario, and the long-term average annual minimum temperature is projected to increase to 53.8°F and 53.8°F under the low and high emissions scenarios, respectively (CEC 2021a). Increased temperatures in the city will influence secondary climate effects, including extreme heat events and wildfire risk.

Table 2: Changes in Average Annual Temperature in the City of Folsom

Average Annual Temperature (°F)	Historic Average Annual Temperature (1961-1990)	Near-Term (2021-2050)	Midterm (2035-2064)	Long-Term (2070-2099)	
				Low Emissions	High Emissions
Maximum Temperature	74.2	78.4	79.3	80.3	83.3
Minimum Temperature	49.1	52.9	53.7	54.4	57.8

Notes: °F = degrees Fahrenheit.

Source: CEC 2021a.

Changes in Precipitation Patterns

As shown in Table 3, the historic average annual precipitation in the city is 23.4 inches. The average annual precipitation in the city is projected increase to 25.3 inches in the near-term and 25.6 inches in the midterm under the high emissions scenario. Average annual precipitation is projected to be 25.1 inches under the low emissions scenario and 27.1 inches under the high emissions scenario in the long-term (CEC 2021a).

Table 3: Changes in Average Annual Precipitation in the City of Folsom

Average Annual Precipitation	Historic Average Annual Precipitation (1961-1990)	Near-Term High Emissions (2021-2050)	Midterm High Emissions (2035-2064)	Long-Term (2070-2099)	
				Low Emissions	High Emissions
Average Annual Precipitation (inches)	23.4	25.3	25.6	25.1	27.1

Source: CEC 2021a.

While average annual precipitation in the city is projected to trend upward in future years, the key finding for this climate effect is that precipitation patterns are expected to become more volatile, with more intense storm events with increased precipitation over short periods. As noted in the Fourth Climate Change Assessment Sacramento Valley Report, although annual precipitation is anticipated to increase in the region, California’s climate oscillates between extremely dry and extremely wet periods with annual precipitation varying widely from year to year. Climate change is anticipated to exacerbate these seasonal extremes with dry periods becoming dryer and wet periods becoming wetter (OPR, CEC, and CNRA 2018a). As a result, the frequency and severity of large storm events are anticipated to increase as well. These oscillations between extremely dry and extremely wet periods, which have occurred historically in the state, are anticipated to become more severe with rapid shifts from dry to wet periods known as “whiplash events” (Swain et al. 2016). Precipitation patterns will affect secondary climate effects including drought, extreme precipitation and flooding, and wildfire.

Secondary Climate Change Effects

Increased Wildfire Risk in the Sacramento Valley

Wildfire risk is determined by several factors, such as wind speeds, drought conditions, available wildfire fuel (i.e., dry vegetation), past wildfire suppression activity, and expanding wildland-urban interface (WUI) (i.e., the zone of transition between unoccupied land and human development) (Westerling 2018). Climate change effects, including increased temperatures and changes to precipitation patterns, will exacerbate many of the factors that contribute to wildfire risk. Increased variability in precipitation may lead to wetter winters and increased vegetative growth in the spring, and longer and hotter summer periods will lead to the drying of vegetative growth and ultimately result in a greater amount of fuel for fires. This has already been seen across the state in recent years, with the area burned by wildfires increasing in parallel with rising air temperatures (OEHHA 2018).

These factors, combined with intense wind conditions, cause fires to spread rapidly and irregularly, making it difficult to predict fires’ paths and effectively deploy fire suppression forces.

Relative humidity is also an important fire-related weather factor; as humidity levels drop, the dry air causes vegetation moisture levels to decrease, which consequently increases the likelihood that plant material will ignite and burn. With an increase in hotter and drier landscapes, humidity levels may continue to drop and result in higher fuel levels, increasing the risk of wildfire (Schwartz et al., 2015).

Cal-Adapt provides projections for future annual mean hectares burned within the Sacramento Valley region, as defined in the California Fourth Assessment Report, when wildfires do occur. Because the city is not directly threatened by large-scale wildfires but is likely to be impacted by regional effects such as wildfire smoke, this analysis focuses on the Sacramento Valley region. As shown in Table 4, the total area burned annually by wildfire within the Sacramento Valley region is expected increase from the historic (1961-1990) annual average of 20,956 hectares to 23,942 hectares in the near-term and increase further in the midterm to 28,759 hectares. In the long-term, average annual area burned in the region is projected to increase to 31,670 hectares and to 41,784 hectares under the low and high emissions scenarios, respectively (CEC 2021b).

Table 4: Changes in Annual Average Area Burned in the Sacramento Valley Region					
Average Annual Area Burned	Historic Modeled ¹ Average Annual Area Burned (1961-1990)	Near-Term (2021-2050)	Midterm (2035-2064)	Long-Term (2070-2099)	
				Low Emissions	High Emissions
Average Annual Area Burned (hectares)	20,956	23,942	28,759	31,670	41,784

¹ Observed historical average annual area burned data was not available from Cal-Adapt; the modeled historical average annual area burned data under the low emissions scenario was available and used as proxy data.

Source: CEC 2021b.

Increased Frequency of Extreme Heat Events

The Cal-Adapt tool provides estimates of future instances of extreme heat events. Extreme heat events include extreme heat days and heat waves. Cal-Adapt defines an extreme heat day as a day when the daily maximum temperature exceeds the 98th historical percentile of daily maximum temperatures based on observed data from 1961–1990 between April and October. Heat wave events are characterized as periods of sustained extreme heat and are defined by Cal-Adapt as four or more consecutive extreme heat days.

The extreme heat threshold for the city is 104.1°F, meaning 98 percent of all recorded temperatures in this period were below 104.1°F. Historically (1961-1990), the city experienced an average of four extreme heat days per year. As a result of rising temperatures from climate change, the city is projected to experience up to 21 extreme heats days annually in the near-term and 30 extreme heat days annually in the midterm under the high emissions scenario. In the long-term, the city is projected to experience up to 33 extreme heat days annually under the low emissions scenario and 52 extreme heat days annually under the high emissions scenario (CEC 2021c). As shown in Table 5 and Figure D-3, the number of extreme heat days is already increasing from historic averages and will continue to increase through the long-term.

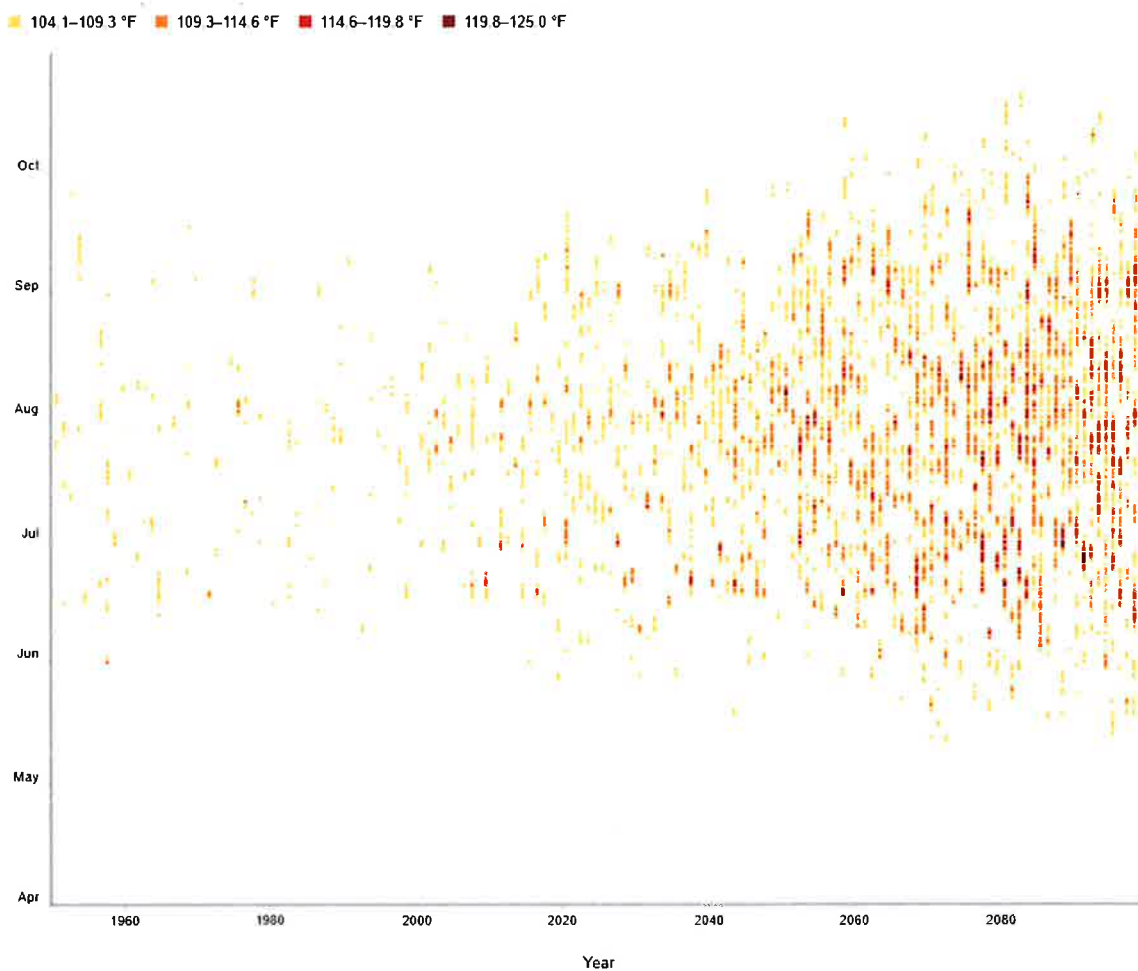
Table 5: Changes in Extreme Heat Events in the City of Folsom

Annual Averages	Historic Annual Averages (1961-1990)	Near-Term High Emissions (2021-2050)	Midterm High Emissions (2035-2064)	Long-Term (2070-2099)	
				Low Emissions	High Emissions
Number of Extreme Heat Days	4	21	30	33	52
Number of Heat Waves	0.2	3	4.6	5.1	9.2
Number of Days in Longest Stretch of Consecutive Extreme Heat Days	2.2	7.8	9.9	10.3	17.4

Notes: Extreme Heat Day = Annual maximum temperature above 104.1°F, Heat Wave = Four or more consecutive Extreme Heat Days.

Source: CEC 2021c.

FIGURE D-3: CHANGE IN ANNUAL EXTREME HEAT DAYS THROUGH 2099 – HIGH-EMISSIONS SCENARIO



Source: CEC 2021c.

While heat waves have historically been infrequent in the city, with a historical average of less than one heat wave annually, climate change is expected to increase the frequency of heat waves within the city. Under the high emissions scenario, the city is projected to experience an average of three heat waves per year in the near-term and 3.6 heatwaves per year in the midterm. The city is projected to experience approximately 5 heatwaves per year and 9 heat waves per year in the long-term under the low and high emissions scenarios, respectively.

The average number of days in the longest stretch of consecutive extreme heat days per year is also projected to increase substantially. Historically, the longest stretch of consecutive extreme heat days lasted for an average duration of approximately two-and-a-half days. The longest stretch of consecutive extreme heat days is projected to increase to an average of 7.8 days in the near-term and 9.9 days in the midterm under the high emissions scenario. In the long-term, the duration is projected to increase to an average of 10.3 days under the low emissions scenario and 17.4 days under the high emissions scenario (CEC 2021c). The timing of extreme days between April and October is also projected to shift with extreme heat days occurring earlier and later in this period rather than concentrated in late summer and early fall period. Figure D-3 displays the changes in timing of extreme heat days through 2099 under the high emissions scenario.

As temperatures continue to rise from climate change, the frequency, intensity, and duration of extreme heat days and heat waves will increase in the Sacramento Valley, which will increase risks to public health and safety. The health impacts associated with extreme heat, including heat stroke, heat exhaustion, and dehydration, as well as implications from cardiovascular and respiratory diseases, are particularly likely to be exacerbated by climate change (OPR, CEC, and CNRA 2018b; Sheridan et al. 2012).

Changes in Extreme Precipitation Events (100-year Storm Event)

Based on California’s location next to the Pacific Ocean, the state is exposed to the atmospheric river (AR) phenomenon, a narrow corridor of concentrated moisture in the atmosphere. California is subject to precipitation from an AR that transports water vapor from as far south as Hawaii to the state. The presence of the AR contributes to the frequency of “wet years” in the state, when there is an above-average number of AR storms and above-average annual precipitation. While research indicates that the frequency of large storms events does increase in these wet years, the most severe flooding from ARs may not be in wet years (Swain et al. 2018). The largest flooding impacts are caused by persistent storm sequences on sub-seasonal timescales (i.e., short time periods, typically 2 weeks to 3 months), which bring a significant fraction of annual average precipitation over a brief period. These are storms events like the Great Flood events of 1861–1862 which caused widespread damage throughout northern California (Swain et al. 2016). Based on current climate modeling, the frequency of these large storm sequences over short timeframes is projected to increase noticeably under the RCP 8.5 scenario. It is estimated that a storm similar in magnitude to the Great Flood events is more likely than not to occur at least once between 2018 and 2060 (Swain et al. 2018). A storm of this size would likely compromise large portions of the flood control systems in the Sacramento and the Central Valleys (Swain et al. 2018).

As discussed in the Sacramento Valley Report, changes in precipitation patterns in northern California are anticipated to affect the Sacramento Valley region as well as adjacent regional watersheds which affect the Sacramento Valley (OPR et al. 2018b). Projected shifts include increases in the intensity of large storms events, which could compromise the performance of the Sacramento Valley and Central Valley flood management systems (Pierce et al. 2018). Given the city’s proximity to the American River, it is important to understand how precipitation changes in regions affecting the American River and its tributaries may affect the city including Folsom Lake and Folsom Dam. The regional exposure analysis provides a snapshot of projected changes in precipitation in two key Integrated Regional Water Management (IRWM) regions, regional boundaries established by the California Department of Water Resources (DWR), that affect the American River. The two IRWM regions included in the analysis are listed in Table 6. Major waterways in these two IRWM regions include the Yuba River, Bear River, American River, and the Cosumnes River, as well as portions of their tributaries.

As shown in Table 6, under the low emissions scenario, annual precipitation in the two IRWM regions increases between 8 and 12 percent in the near-term period. During the midterm and long-term periods, the change in annual precipitation remain relatively the same with a 9 to 10 percent increase between the historic baseline and 2099 under the low emissions scenario. Under the high emissions scenario, annual precipitation in the two IRWM regions increases between 9 and 10 percent in the midterm period and continues to increase through the

long-term period, resulting in an approximately 19 percent increase over historic levels by the end of the century. It is important to note that because the projected precipitation changes under the low and high emissions scenarios are relatively the same through the midterm period at the regional level, these changes will occur with a higher degree of likelihood, regardless of what trends occur in global emissions reductions by the end of the near-term period (2040).

Table 6: Regional Annual Precipitation Changes (Historic to 2099)

IRWM Region	Historic (1961–1990)	Emission Scenario	Change in Annual Mean Precipitation (Inches)					
			Near Term (2020–2050)	Percent Change (Historic to 2050)	Midterm (2040–2070)	Percent Change (Historic to 2070)	Long Term (2070–2099)	Percent Change (Historic to 2099)
Cosumnes, American, Bear, Yuba, Sacramento	51.5	Low	56.3	8%	56.2	9%	56.0	9%
		High	55.5	7%	56.2	9%	61.2	19%
American	20.6	Low	23.3	12%	22.7	10%	22.7	10%
		High	22.5	8%	22.6	10%	24.6	19%

Notes: IRWM = Integrated Regional Water Management.

Source: CEC 2021a

Droughts and Water Supply

The city and larger Sacramento region are expected to experience slight overall increases in average annual precipitation in the long-term. However, projections show the Sacramento region will experience increased variability and volatility in precipitation events, such as droughts. California has a highly variable climate that is susceptible to prolonged periods of drought, and recent research suggests that extended drought occurrence (a “mega-drought”) could become more pervasive in future decades (CEC 2021d).

Cal-Adapt uses data to model an extended drought scenario for all of California from 2051 to 2070. For this analysis, the extended drought scenario is based on the average annual precipitation over 20 years under a high emissions scenario. This analysis includes an extended drought scenario for El Dorado County rather than just the boundaries of the City. As the City’s primary water supply, Folsom Lake relies on precipitation and snowpack runoff from tributaries in the watersheds surrounding Folsom Lake including tributaries in El Dorado County (i.e., the north fork and south fork of the American River). El Dorado County’s observed historical (1961–1990) average annual rainfall accumulation is 43.6 inches. Under the anticipated drought scenario between 2051 and 2070, El Dorado County’s average annual rainfall accumulation would decrease to 37.9 inches (CEC 2021d). The city and the Sacramento region are predicted to experience extended drought periods due to climate change, which may result in stress on reliable local water supply. This effect will not only result in water shortages for the city, but also for other jurisdictions across the state that rely on water supply from the region.

The city’s primary water supply consists of surface water from Folsom Lake that originates as rainfall and runoff from snowpack in the northern Sierra Nevada mountains and the surrounding foothills. Due to increases in climate variability and rising temperatures, the state has already seen signs of decreased snowmelt in Northern California. Annual snowpack in the Sierra Nevada is expected to decline by as much as 33 percent by mid-century and 66 percent by the end of the century, relative to historic baseline snowpack (OPR, CEC, and CRNA 2018b). Further, rising temperatures have caused snowpack to melt faster and earlier in the year. These changes in snowmelt timing and streamflow availability will challenge local and regional water supply availability (OPR, CEC, and CRNA 2018a). Inadequate rainfall and reduced snowpack will result in decreased runoff to the reservoirs that supply water to the city, which will lead to less available water and more frequent water shortages.

Sensitivity and Potential Impacts

The varying effects of climate change will impact the city and its residents differently, such that some population groups and physical assets will be affected more severely than others. Key populations and assets identified in the city are organized into the following overarching categories: populations, built environment, and community functions. These categories are described in more detail below.

The climate change effects analyzed in this section include increased temperatures and extreme heat, increased wildfire risk, increased extreme precipitation events and flooding, drought, water supply, and reduced snowpack. Climate change effects at the local scale are inherently uncertain, but the potential ways in which climate change could impact specific populations and community assets within the city are identified and discussed (CalEMA and CNRA 2012:23).

POPULATIONS

While all persons in the city are anticipated to experience impacts of climate change at some level, some populations are more vulnerable to climate impacts due to a variety of factors. Vulnerable populations are those that are more likely to be affected or impacted more severely to climate-related hazards when they do occur due to factors such as health challenges or disabilities, location, living or working conditions, income level, historical and/or current marginalization, and limited access to resources. These factors, among others, can lead to increased susceptibility to and disproportionate harm from climate change impacts and can impact the ability to recover from impacts.

Vulnerable populations in the city include individuals experiencing homelessness, individuals with disabilities, senior citizens, youth, low-income households, and residents experiencing linguistic isolation (i.e., non-English-speaking people). Though certain vulnerable populations represent only a small percentage of the city's total population, it is important to plan for all groups that, for one reason or another, lack available resources or capacity to react or adapt to climate change impacts themselves.

BUILT ENVIRONMENT

The built environment in the city consists of a set of buildings and infrastructure that are essential to the health and welfare of residents and visitors and are especially important during and proceeding climate-related hazard events. This includes residential and commercial buildings; critical facilities (i.e., hospitals and medical facilities, fire departments, emergency shelters, schools, senior centers); transportation infrastructure (i.e., roadways, bridges, rail lines); and utility infrastructure (i.e., energy, communications, and water and wastewater). Many of these assets are considered high-potential loss facilities and infrastructure, where damage would have large environmental, economic, or public safety consequences.

The resilience of the city's built environment to climate change is critically important to overall community resilience and well-being, as well as preventing cascading impacts from disasters. Coupled with increased use and aging infrastructure, infrastructure assets may be highly sensitive to climate-related hazards including extreme heat, wildfire, and extreme storms. These hazards may adversely affect the reliability, accessibility, and lifespan and maintenance costs of roads, facilities, utilities, and equipment. Maintaining and adapting infrastructure to reduce risks to climate-related impacts is crucial to emergency response and safety during hazard events.

COMMUNITY FUNCTIONS

Community functions are the resources and assets, operations, economic sectors, and services that are created or influenced by the interaction between populations and the built environment and allow day-to-day activities to continue in the city. The priority community functions that have been identified include tourism and recreation; transportation and mobility; ecological function; public health and emergency services; and energy

delivery and other utility operations. Increases in the frequency and/or severity of climate-related hazards will cause environmental, economic, and social impacts across these community functions, which are crucial to the integrity and resilience of the city.

INCREASED TEMPERATURES AND EXTREME HEAT

Under the high emissions scenario, the average annual maximum temperature in the city is projected to rise approximately 4°F in the near-term and 5°F in the midterm. In the long-term, the average annual maximum temperature is projected to increase by approximately 5°F or 7°F under the low and high emissions scenarios, respectively. Increased temperatures will lead to secondary climate change impacts including increases in the frequency, intensity, and duration of extreme heat events and wildfires in the city. As discussed in the climate change effects exposure analysis, the average number of extreme heat days and heat waves are projected to increase substantially in the midterm and in the long-term, and the projected average annual area burned by wildfire is expected to increase in the near-term and continue to rise through the end of the century (CEC 2021c; CEC 2021b).

Populations

Higher frequency of extreme heat conditions can cause serious public health impacts, such as heat stroke and dehydration, as well as indirect effects such as worsened air quality from increased ozone formation and particulate matter generation (CalEMA and CNRA 2012:3).

As aging impairs muscle strength, coordination, cognitive ability, the immune system, and the regulation of body temperature, people aged 65 and older are especially vulnerable to the health-related impacts of extreme heat and are more likely to experience respiratory and/or cardiovascular health complications than younger individuals (OPR, CEC, and CNRA 2018a). The median age of city residents is over 40 years old, 11 years older than the statewide average, and approximately 10 percent of residents are over 65 years old (U.S. Census Bureau 2019a). Extreme heat events may also lead to stress on electricity transmission systems, resulting in system failure. Such events could result in additional health hazards for the elderly or other persons with disabilities who rely on power to sustain medical equipment/assistive technology use. Approximately 4 percent of individuals below the age of 65 in the city have a disability (U.S. Census Bureau 2019b). Similarly, children are also at elevated risk to heat-related climate hazards, particularly the risks posed by reduced air quality. Individuals experiencing homelessness in the city are particularly vulnerable to extreme heat due to a lack of adequate protection from the sun and access to air conditioning. Increased exposure to extreme heat may exacerbate the risks of heat-related hazards described above.

Built Environment

Rising temperatures and extended periods of extreme heat will result in impacts to buildings and facilities throughout the city. Increases in nighttime temperatures (i.e., average minimum temperatures) can have a large effect on facility cooling needs because buildings and houses are not able to cool down after high daytime temperatures. High temperatures also decrease the efficiency of power transmission lines, while demand for electricity simultaneously goes up as operation of air conditioners and cooling equipment increases. One of the major effects of climate change on the city's transportation system from extreme heat is the reduction in the overall lifespan of transportation infrastructure. Increased average temperatures and extreme heat on roadways and trails can result in the degradation of pavement. These effects can increase roadway hazards, such as potholes and roadway cracks, and lower the overall lifespan of roadway infrastructure (OPR, CEC, and CNRA 2018b).

Community Functions

As temperatures increase and heat waves occur more frequently, the city is likely to experience potential public health impacts and demand for emergency services. Impacts on the City's roadway network and degradation of roadways could result in increased traffic congestion and secondary impacts on the City including loss of productivity and potential impacts on businesses in the city. Heat wave events in the city will result in increased

stress on the electricity grid which may lead to the increased frequency of brownouts or blackouts, causing disruptions to normal city functions and economic impacts on businesses. Extreme heat days and heat wave events may also limit opportunities for recreation opportunities at Folsom Lake and recreation areas with the city, resulting in secondary impacts on tourism-supporting businesses in the community. Finally, prolonged heat waves can also prevent barriers for individuals working outdoors, including construction workers, to complete work. The increased prevalence of heat wave events could result in impacts on timing and costs for large-scale infrastructure projects as well residential and nonresidential building construction.

INCREASED WILDFIRE RISK

Increased temperatures and changes in precipitation patterns associated with climate change will lead to reduced moisture content in vegetation and soils during dry years. These conditions are expected to increase the amount of area burned by wildfires that will occur predominantly outside of the city boundaries but may have secondary impacts on the city from wildfire smoke, disruptions to transportation behavior, or the increased prevalence of Public Safety Power Shutoffs (PSPS).

Populations

Although the city is not at risk from the direct impacts of wildfires, the city's location within the Sacramento Valley makes it susceptible to impacts of smoke from wildfires in the Sierra Nevada mountains and the coastal mountain ranges of northern California. Community public health factors that can increase the impacts of wildfire smoke include the prevalence of asthma in children and adults; chronic obstructive pulmonary disease; hypertension; diabetes; obesity; and percent of population 65 years of age and older. Additionally, socioeconomic characteristics such as poverty rates, educational achievement, and unemployment rates have all been linked to the increased prevalence of underlying health conditions including depression, obesity, hypertension, and diabetes, making populations in the city with these characteristics more vulnerable to wildfire smoke impacts (Kivimäki et al. 2020). Exposure to wildfire smoke, particularly exposure by vulnerable populations, can result in worsening of respiratory symptoms, increased rates of cardiorespiratory emergency visits, hospitalizations, and even death (Rappold et al. 2017). Increased annual average temperatures and the subsequent increase in the frequency and severity of wildfires in northern California are anticipated to result in impacts from wildfire smoke on the city's population and vulnerable populations in particular (OPR, CEC, and CNRA 2018b).

Specific populations including linguistically isolated households, senior citizens, and individuals with disabilities or those experiencing homelessness are particularly vulnerable during evacuation events, if wildfire evacuations were to occur in the city. Impacts affecting these populations include inability to access or receive and/or understand warning messages and evacuation notices, limited ability to evacuate due to lack of mobility, limited situational understanding from cognitive conditions, and reliance on medication or treatment devices. Wildfires in the larger Sacramento region can also result in secondary impacts affecting populations. A major consequence of wildfires is post-fire flooding and debris flow. The risk of floods and debris flows after fires increases due to vegetation loss and soil exposure. These flows are a risk to life because they can occur with little warning and can exert great force on objects in their path.

Built Environment

Regional wildfires threaten energy generation and transmission infrastructure and have the capacity to damage facilities, create maintenance costs, and reduce transmission line efficiency (CAL FIRE 2020). Grid-supplied as well as locally generated electricity, which is the primary source of power for residences in the city, is provided by the Sacramento Municipal Utilities District (SMUD). Regional communications infrastructure can also be affected by wildfires, which is often located in remote locations, such as mountaintops, resulting in significant threat from wildfire. Regional wildfires may also generate impacts on transportation behavior in the city during emergency evacuation events. This could include potential route diversion and increases in traffic congestion

due to road closures from wildfire impacts or post-wildfire runoff or landslide affected roadways. While fire causes relatively insignificant direct impact on roads and highways, cracking and degradation of pavement is not uncommon.

Community Functions

Due to a number of recent large-scale wildfires in Northern California caused by electricity infrastructure exposed to extreme heat and high-winds, utilities have begun to implement PSPS to avoid wildfire risk. PSPS events can result in communities experiencing no electricity for multiple days and prevent individuals from using prescribed medications and treatments that rely on electricity or refrigeration. PSPS events can also result in impacts to commerce and economic losses, particularly for businesses that rely on refrigeration such as grocery stores. Hazards such as landslides, wildfires, and flooding can also affect underground natural gas pipelines, exposing and/or damaging these pipelines. The damage resulting from climate change-related hazards on electricity and natural gas infrastructure can have a greater impact on disadvantaged populations, particularly communities that are low-income or individuals who have limited mobility or lack the financial means to make repairs to their property.

Major wildfires often result in the damage to transportation infrastructure and/or closure of roadways. Combined with reduced visibility from wildfire smoke, this leads to a disruption in normal transportation networks and accessibility. Congestion that starts during a mass evacuation can lead to additional traffic management problems, which can result in delays to emergency response, evacuation, and logistical support.

INCREASED EXTREME PRECIPITATION AND FLOODING

The average number of annual extreme precipitation events in the city and in the Sacramento Valley region are projected to increase. Additionally, variability and volatility in severe storms are expected to increase as a result of primary climate change effects (i.e., changes in temperature and precipitation regimes). Increases in the frequency and severity of flooding events when they do occur could have serious ramifications as the Sacramento Valley region is already relatively vulnerable to large-scale flooding events.

Populations

Increases in the magnitudes and frequency of flood events will adversely affect populations in the city through both direct impacts and several secondary hazards. Electrical equipment impacted by flood waters can result in fires, creating further threats to public safety. Hazardous materials can also get into floodways, causing health concerns and polluted water supplies. Although all residents and visitors of the city will be sensitive to severe storms and flooding, vulnerable population groups will likely face disproportionate negative impacts. In addition to lacking adequate shelter and protection from storm events, individuals experiencing homelessness may have limited access to warning messages and other pertinent information from the City or Sacramento County. Senior citizens and individuals with disabilities may face these challenges and are likely to have limited mobility and ability to react to and prepare for these events.

Built Environment

Increases in the magnitude and frequency of flood events pose significant risk to the city's buildings, critical facilities, transportation infrastructure, utility infrastructure, and essential services. Electrical infrastructure may be inundated, disrupting service to residences and critical facilities as well as further challenging public safety infrastructure such as traffic signals. Additionally, underground electrical infrastructure is considered more vulnerable to flooding as prolonged periods of inundations inhibit repairs.

Damage to transportation infrastructure from severe floods is likely to occur as well. Flood conditions, such as those caused by increased magnitude of peak stream flows in winter, may damage roads near perennial streams. Roads, bridges, and culverts are susceptible to increased runoff during storm events, especially following a

wildfire, causing failures due to washouts, plugging, overtopping, stream diversion, and scour. Transportation infrastructure near streams and floodplains will be especially vulnerable.

Community Functions

Flooding may have economic impacts on businesses and public agency budgets in other ways. Increased direct and indirect costs associated with flood mitigation services, clean-up operations, and maintenance and replacement of damaged structures and infrastructure could put considerable strain on local and regional government budgets. If floods cause sustained closures of major roadways, access to major tourism and recreation destinations and activities in the city could be limited. Events such as these would interrupt business cycles and cause revenue loss for businesses and the City, affecting the City's ability to provide basic services to residents and visitors.

The potential for floods to damage roads creates considerable risk to emergency services. The need for emergency response may be required during or immediately after a significant flooding event, and this response could be inhibited by damaged roads. However, these impacts can also persist, especially if funding for maintenance and repair is limited. This risk may be exacerbated if floods result in electric power outages or other impacts to energy resources.

DROUGHT AND WATER SUPPLY

Increased average temperatures and a compressed rate of snowmelt in the northern Sierra Nevada region, along with inadequate precipitation during the typically rainy season, have previously affected surface water supplies for Folsom Lake and have had secondary impacts on the region and city's water supply. With high volatility in annual precipitation and snowpack projected to decline over 50 percent by the end of the century, the American River Basin is likely to experience less annual runoff into Folsom Reservoir.

Populations

In the event of a severe and sustained drought lasting multiple years, Folsom Lake's water supply could be severely affected and result in the need for increased water conservation efforts to be implemented by jurisdictions in the Sacramento region. City residents may be encouraged to reduce household water demand, which may limit certain activities such as landscape irrigation. Actions taken by the City in drought scenarios are included in the City's Urban Water Management Plan (UWMP) and discussed further in Section 1.6.2. A long-term drought scenario would likely not result in increased water costs for residents.

Built Environment

While increasingly frequent and prolonged droughts directly threaten residents of the city, the built environment will not experience substantial direct impacts associated with this climate-related hazard. However, these conditions have the potential to cause secondary impacts. Heavy rainfall or snowfall during drought conditions can cause intense flooding, debris flows, landslides, and mudslides, which pose risks to the city's built environment.

Community Functions

Droughts create cascading effects on community functions that may worsen in the future. The associated risks include adverse impacts on timber harvesting, reduction in native habitat and overall ecological function, increased forest fuels for wildfire, and economic consequences associated with decreases in tourism and recreation. More intense future droughts affecting the region could result in decreasing recreation opportunities on and surrounding Folsom Lake. Decreased recreation could have a direct impact on city business revenue from pass through visitors. Increased episodes of drought and increased water demand could result in water shortages for the region, endangering residents and ecological systems (e.g., flood control or sensitive habitat, recreational areas).

SUMMARY OF SENSITIVITY AND POTENTIAL IMPACTS

Based on guidance from the APG, potential impacts from each climate change effect are rated on a qualitative scale comprised of Low, Medium, and High ratings. A description of each qualitative rating for potential impacts is provided in Table 7.

Table 7: Potential Impact Scoring	
Score	Potential Impact Scoring Description
Low	Impact is unlikely based on projected exposure; would result in minor consequences to public health, safety, and/or other metrics of concern.
Medium	Impact is somewhat likely based on projected exposure; would result in some consequences to public health, safety, and/or other metrics of concern.
High	Impact is highly likely based on projected exposure; would result in substantial consequences to public health, safety, and/or other metrics of concern.

Source: CalOES 2020.

The climate change effects anticipated to impact the city are ranked in Table 8 for a potential impact score. This evaluation is based on the exposure analysis and analysis of sensitivities and impacts throughout Section 2.2.

Table 8: Potential Impact Summary	
Climate Change Effect	Potential Impact Rating
Increased Temperatures and Extreme Heat	High
Increased Extreme Precipitation and Flooding	High
Drought, Water Supply, and Reduced Snowpack	Medium
Increased Wildfire Risk	Medium

Source: Ascent Environmental 2021.

Adaptive Capacity

The third step in the vulnerability assessment process is to evaluate the adaptive capacity of the populations, built environment, and community functions to address the impacts of climate change. Adaptive capacity, analyzed in this section, refers to a community's current and future ability to address climate-related impacts. A review of the City's existing policies, plans, programs, and resources, as well as those from relevant regional and State agencies and organizations, provides an assessment of the City's current ability to reduce vulnerability to hazards and adapt to climate change over the long-term. However, these efforts do not comprehensively identify all of strategies and actions that will need to be implemented by the City and other agencies to adequately address the full scope and magnitude of potential climate change impacts. Climate change will increase the frequency and severity of climate-related hazards in the future, requiring updates to emergency response and land use planning, new policies and programs, and new strategic partnerships. The following section summarizes current State and regional planning efforts that address climate-related hazards.

EXISTING STATE AND REGIONAL PLANNING EFFORTS

California Department of Transportation

The Climate Change Branch in the California Department of Transportation (Caltrans) Division of Transportation Planning is responsible for overseeing the development, coordination, and implementation of climate change policies in all aspects of the Department's decision making. In 2013, Caltrans completed its first report intended to help reduce GHG emissions and adapt the State's transportation system to prepare for the impacts of climate change (Caltrans 2013), which includes a series of strategies to reduce the risk from various climate change impacts, including increasingly intense precipitation events.

Strategies outlined in the report include using vegetation to prevent erosion along roadways, assessing and resizing culverts to accommodate increased precipitation, coordinating with local jurisdictions regarding route closures as well as pursuing individual projects included in the Caltrans District Vulnerability Assessments. In 2019, Caltrans completed the District 3 Vulnerability Assessment which provides an overview of potential climate impacts to the district's portion of the State Highway System. The District 3 Vulnerability Assessment is part of a larger adaptation process undertaken by Caltrans to assess risk to Caltrans assets in the district and prioritize adaptation strategies from various climate impacts. The District 3 Vulnerability Assessment includes projected climate change exposure from precipitation change, flooding, temperature change, wildfire, storm surge, and sea level rise.

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization (MPO) for the six-county Sacramento region including the 22 cities within El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties. SACOG develops the region's long-range transportation plan which guides transportation and land use planning in the region. In 2015, SACOG adopted the *Sacramento Region Transportation Climate Adaptation Plan* to address how potential climate change impacts affect the region's transportation infrastructure. The plan highlights key impacts from climate change that could occur on the Sacramento region's transportation system in the future as well as a guiding action plan for future adaptation planning and implementation.

Sacramento County and Sacramento Office of Emergency Services

Sacramento County completed a vulnerability assessment in 2015 that assessed the projected changes associated with climate change in the County (including the City of Folsom), including impacts from changes in precipitation patterns and increased flooding. The assessment highlighted the unique vulnerabilities of Sacramento County to climate change including projected increases in the frequency, intensity, and duration of extreme storm events as well as projected regional temperature increases leading to earlier and more rapid melting of the Sierra Nevada snowpack and subsequent increases in flow rate of surface waters in Sacramento County (Sacramento County 2017a).

The Sacramento County Office of Emergency Services (Sacramento OES) provides support and resources for emergency preparedness through its Sacramento Ready Program and operates the county's Emergency Alerts Notification System. Sacramento, Yolo, and Placer County residents can use the Citizen Opt-In portal to receive critical and time sensitive alerts regarding flooding, levee failures, severe weather, disaster events, unexpected road closures, missing persons, and evacuations of buildings or neighborhoods in specific geographic locations. Sacramento OES coordinates with police and fire departments in the incorporated cities in the County for emergency planning and response purposes. Sacramento OES also develops and updates planning documents including the County's *Evacuation Plan*, *Emergency Operations Plan*, *Mass Care and Shelter Plan*, and the County's LHMP. Sacramento County, along with the City, is currently in the process of updating the City's Local Hazard Mitigation Plan. The 2021 Local Hazard Mitigation plan is expected to be complete by September 2021 and will include a section specifically on climate change.

EXISTING LOCAL PLANNING EFFORTS

Emergency Operations Plan and Evacuation Route Plan

The EOP is designed to address the City's planned response to significant emergency situations. The EOP provides an overview of operational concepts relating to various emergencies to provide a system for the effective management of emergency situations through an emergency management organization and define the overall responsibilities for all agencies and individuals, public and private, having a role in emergency preparedness, response, recovery, and/or mitigation in the city. It facilitates coordination of planning efforts of the various emergency staff and service elements utilizing the National Incident Management System and the

Standardized Emergency Management System. The objective of this plan is to incorporate and coordinate all of the City's facilities and personnel into an efficient organization capable of responding to any emergency.

Appendix 1 of the EOP includes the City's Evacuation Plan, adopted in 2020, which provides guidance for the evacuation and movement of people during any disaster, or any type of major call/critical incident, that may be encountered in the city. As noted in the Evacuation Plan, the overall objectives of evacuation operations are:

- Expedite movement of persons from hazardous areas.
- Control evacuation traffic.
- Provide transportation for those without vehicles and for those with special needs (language barriers, physical/mental disability, elderly, etc.).
- Provide perimeter control and security for evacuated areas.
- Provide a controlled area from which evacuation will take place, and prevent entry by unauthorized persons.
- Maintain law and order in the evacuation area.

The Evacuation Plan includes analysis and detailed mapping to identify designated roadways for evacuation routes for neighborhoods, titled Evacuation Zones in the plan, throughout the city as well as the location and capacity for evacuation centers and shelters. As part of the EOP, the Evacuation Plan also includes emergency operations procedures for City personnel to follow during emergency evacuation events.

City of Folsom Community Wildfire Protection Plan

The City's CWPP (City of Folsom 2011) was developed in collaboration with the Folsom Fire Department, CAL FIRE, and U.S. Bureau of Reclamation. The Plan was developed to help the City and partner agencies protect human life and reduce the loss of property, critical infrastructure, and natural resources from the impacts of wildfires. The Plan includes an analysis of the wildfire risk experienced by the city and includes a priority set of actions to be taken by the City, residents, and business owners to reduce the severity of wildfire impacts. The main strategy themes included in the Plan include increasing collaboration between stakeholders and relevant agencies, reducing wildfire risk in the WUI, creating and maintaining defensible spaces for structures and properties, and coordinating evacuation protocols to implement when wildfires do occur.

City of Folsom Urban Water Management Plan

The City's UWMP, adopted in 2016, provides a framework for water planning to minimize the negative effects of potential water shortages and provides useful information to the public about the City and its water management programs. The UWMP is also a comprehensive water planning document which describes existing and future supply reliability, forecasts future demands, presents demand management progress, and identifies local and regional cooperative efforts to meet projected water use. Chapter 6 of the UWMP includes a Water Shortage Contingency Plan which includes protocols and strategies to help the City reduce overall water use in a long-term drought scenario. In May 2021, the City released the public draft version of the 2020 Urban Water Management Plan, which includes a new standalone more robust Water Shortage Contingency Plan to address water use in a long-term drought scenario including compliance and enforcement actions available to administer water demand reductions.

Adaptive Capacity Scoring

Based on a combination of the adaptation initiatives outlined in these documents and additional adaptive efforts that have been pursued, the City's adaptive capacity for each climate change effect can be rated Low, Medium, or High. High adaptive capacity indicates that sufficient measures are already in place to address the

points of sensitivity and impacts associated with climate change, while a low rating indicates a community is unprepared and requires major changes to address hazards (CalEMA and CNRA 2012:26). Adaptive capacity ratings are described in Table 9.

Table 9: Adaptive Capacity Scoring	
Score	Adaptive Capacity Scoring Description
Low	The community lacks capability to manage climate impact; major changes would be required.
Medium	The community has some capacity to manage climate impact; some changes would be required.
High	The community has high capacity to manage climate impact; minimal to no changes are required.

Source: CalOES 2020.

The following sections, organized by climate change effect, describe the current adaptive efforts that have been implemented to address climate-related hazards. These evaluations serve to analyze and ultimately score adaptive capacity related to each climate change effect.

ADAPTIVE CAPACITY BY HAZARD

Increased Temperatures and Extreme Heat

Adaptive Capacity Rating: Low

The City does not generate its own electricity and may not be in a position to protect vulnerable populations (aside from opening cooling centers) from the impacts that will be caused by rising temperatures and a drastic increase in the number of extreme heat events. As rising temperatures and extreme heat lead to more frequent electricity outages, the lack of backup power sources for residents and business will expose more residents to risk of health impacts associated with extreme heat. While the LHMP does include extreme heat as a hazard, relevant information is limited. Impacts associated with increases in temperatures and extreme heat events are the largest potential impact for the city. This means that although the City may be adequately prepared to address extreme heat events currently, the vulnerabilities faced by the city including impacts to youth, seniors, and homeless populations as well as impacts on energy demand and services are likely to exceed to City's current capacity.

For these reasons, the adaptive capacity ranking for increased temperatures and extreme heat is Low.

Increased Wildfire Risk

Adaptive Capacity Rating: High

The County, State and regional agencies, and other partners are implementing a diverse array of policies and programs that address the design of structures, fire safety, community preparedness, and emergency response, decreasing the city's overall vulnerability to the threat of wildfire. However, as the threat of wildfire increases both locally and regionally, the City, in coordination with federal, state, and local agencies, will need to continue to adapt to projected impacts from wildfire. While the city is at relatively low risk from direct wildfire impacts, the affects from regional wildfires on the city through secondary impacts such as wildfire smoke and regional transportation route disruptions will continue to affect the city. Because these impacts have been increasing in intensity and severity in recent years and are somewhat novel, the city will need to make minimal changes to expand its capacity to address these types of impacts.

For these reasons, the adaptive capacity associated with wildfire is high.

Increased Extreme Precipitation and Flooding

Adaptive Capacity Rating: Medium

The City has adequately assessed its flood risk through the LHMP and other planning documents. The City and stakeholders have developed, adopted, and enforced several policies and programs that will serve to mitigate impacts from increasingly frequent floods in the future. While the city's populations and assets are not severely threatened by floods as identified in the LHMP, the City, Sacramento County and other regional and local agencies can continue to implement policies and programs that reduce the risks associated with significant flooding events. As noted in Section 2.1.2, the risk of a large-scale storm event similar to the Great Flood events of 1861–1862 is more likely than not occur at least once by 2060. This means that although the City is adequately prepared to address flooding events currently, an event such as this would result in widescale impacts on the city and potentially affect Folsom Dam.

Therefore, the adaptive capacity associated with increased extreme precipitation and flooding is medium.

Drought and Water Supply

Adaptive Capacity Rating: Medium

The City understands that a reliable water supply is essential. The City's UWMP will assist in building resilience to future drought conditions. However, given the city's reliance on Folsom Lake as the primary water supply increases the vulnerability of regional drought impacts when they do occur. The city is still somewhat vulnerable to these climate-related hazards, particularly in terms of the economic and related impacts (irrigation of recreation fields, constraints on future housing development) of generally dryer conditions, interannual precipitation variability, and reduced snowpack. These climate change effects will pose risks to tourism-related businesses that rely on pass-by visitors to Folsom Lake and the surrounding recreation areas when long-term droughts do occur.

Based on the reasons stated above, the adaptive capacity ranking for drought, water supply, and reduced snowpack is medium.

SUMMARY OF ADAPTIVE CAPACITY

Like the sensitivity and potential impacts analysis, the adaptive capacity ratings of each climate change effect will help the City understand priority areas where there are gaps in preparing for and adapting to climate change. Table 10 summarizes the City's adaptive capacity regarding each climate change effect.

Table 10: Adaptive Capacity Summary	
Climate Change Effect	Adaptive Capacity Rating
Increased Temperatures and Extreme Heat	Low
Increased Wildfire Risk	High
Increased Extreme Precipitation and Flooding	Medium
Drought, Water Supply, and Reduced Snowpack	Medium

Source: Ascent Environmental 2021.

Vulnerability Scoring

The final step in the vulnerability assessment is to characterize the vulnerability to each climate change effect. The city's vulnerability to each identified impact is assessed based on the magnitude of risk to and potential impacts on populations, the built environment, and community functions while considering the current adaptive capacity in place to mitigate for these impacts. Based on the ratings of potential impacts and adaptive capacity,

an overall vulnerability score can be determined for each climate change effect. This scoring can help the City understand which effects pose the greatest threats and should be prioritized in future planning efforts. Table 11 presents the rubric used to determine overall vulnerability scores based on the ratings for potential impacts and adaptive capacity.

Table 11: Potential Impact Summary

Vulnerability Score				
Adaptive Capacity	Low	3	4	5
	Medium	2	3	4
	High	1	2	3
		Low	Medium	High
Potential Impacts				

Source: CalOES 2020; adapted by Ascent Environmental in 2021.

Vulnerability scoring for each climate change effect identified and evaluated in Sections 1.5.4 through 1.5.7 is included in Table 12 below. The table shows that increased temperatures and extreme heat is assigned a vulnerability rating of 5 and therefore should be a high priority for the City. Impacts from increased precipitation and flooding as well as water supply are both assigned a vulnerability score of 3. These climate change effects are likely to have significant impacts on the city's populations, built environment, and community functions in the near-term, and although a variety of adaptive efforts related to both climate change effects are in place and underway, the magnitude of the risks posed by these hazards contributes to high vulnerability in the city. Increased wildfire risk is characterized as having a vulnerability rating of 2. This climate change effect will likely have lower priority impacts on the city and is currently being addressed adequately based on existing conditions, but additional adaptation and resilience planning will be required in the future to mitigate impacts and protect the city.

Table 12: Vulnerability Scoring Summary

Climate Change Effect	Vulnerability Score		
	Adaptive Capacity	Potential Impact	Vulnerability
Increased Temperatures and Extreme Heat	Low	High	5
Increased Extreme Precipitation and Flooding	Medium	High	4
Drought and Water Supply	Medium	Medium	3
Increased Wildfire Risk	High	Medium	2

Source: CalOES 2020; adapted by Ascent Environmental in 2021.

Conclusion

The City, regional and State agencies, and other stakeholder groups have already implemented a variety of initiatives to address climate change in the city through existing policies, programs, and actions. As climate change continues to exacerbate risks and impacts from heat waves, wildfires, flooding, and drought, it is critical that the City continues to develop and implement adaptation strategies to plan for and mitigate these risks. This includes but is not limited to an update to the City's Safety and Noise Element to address and prepare for the impacts of climate change.

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Attachment 11

Public Draft Safety and Noise Element Update



9

Safety and Noise

Safety is a basic human need and is required for a community to thrive. The goals and policies in this element are designed to protect and enhance public health and safety of Folsom residents, property, and environment. Folsom is susceptible to several kinds of hazards, and the policies in this element are intended to address these hazards. This element also protects the community from the unwanted impacts of excessive noise.

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Emergency Preparedness

A community with a plan of action in case of emergency can better respond to disasters and more quickly recover from them. Folsom faces potential hazards in the form of earthquakes, liquefaction, flooding, wildfires, hazardous materials, and noise. Policies in this section ensure that Folsom is adequately prepared for any type of foreseeable hazard or emergency.

Goal SN 1.1

Maintain an effective response to emergencies, provide support and aid in a crisis, and repair and rebuild after a crisis.

SN 1.1.1 **Emergency Operations Plan**

Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications. **MPSP**

SN 1.1.2 **Evacuation Route Assessment**

Periodically analyze the capacity, safety, and viability of the City's evacuation routes under a range of emergency scenarios during updates to the City's Evacuation Plan included in the City's Emergency Operations Plan. **MPSP**

SN 1.1.3 **Access Roads**

Require development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently. The width, surface, grade, radius, turnarounds, turnouts, bridge construction, and lengths of fire apparatus access roads shall meet the requirements of the State and existing City requirements. **RDR**

SN 1.1.4 **Community Emergency Response Team**

Support the Community Emergency Response Team program to train and prepare residents to mobilize in the event of a disaster. **MPSP**

SN 1.1.5 **Cooperation**

Coordinate with emergency response agencies, school districts, utilities, relevant nonprofits, and business interests to ensure a coordinated response to and recovery from a disaster. **IGC JP**



SN 1.1.4 ~~SN 1.1.4~~ **SN 1.1.6** Multi-Hazard Mitigation Plan

Maintain on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan within the city. **MPSP**

SN 1.1.7 Climate Change Response Capacity Assessment

Maintain the City's capacity to respond to hazards by assessing future increases in the severity and frequency of these events and increase capacity as needed to adequately respond to future hazard impacts. **MPSP** **FB**

Geologic and Seismic Hazards

California is a geologic and seismically active state. No major faults cross Folsom, but nearby faults could create hazardous conditions for Folsom residents. If not adequately prepared, buildings, roads, bridges, utility lines, and other infrastructure could be damaged or destroyed. Policies in this section require Folsom to prepare for geologic and seismic hazards and their impacts.

Goal SN 2.1

Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.

SN 2.1.1 Requirements

Develop, maintain, and implement land use planning, building construction, and retrofitting requirements consistent with State standards to reduce risk associated with geologic and seismic hazards. **MPSP**

SN 2.1.2 Roads, Bridges, and Utility Lines

Ensure that the design and engineering of new roads, bridges, and utility lines can withstand movement or ground failure associated with the seismic risk in Folsom consistent with State standards. **SO**

SN 2.1.3 Asbestos

Require new development projects in areas containing naturally-occurring asbestos to mitigate the hazards associated with asbestos consistent with State law. **MPSP**

SN 2.1.4 Dredge Tailings

Require new development on dredge tailings to conform to the guidelines and regulations of the California Geological Survey. **RDR**

Flood Hazards

Folsom is bisected by the American River, as well as smaller streams. The city also shares borders with Lake Natoma and Folsom Lake. These bodies of water create an environment where flooding is a possibility, particularly in the small streams that wind through Folsom. Policies in this section seek to prepare Folsom for flooding and minimize the risk to residents and property.

Goal SN 3.1

Minimize the risk of flooding hazards to people, property, and the environment.

SN 3.1.1 200-Year Floodway

Regulate new development or construction within the 200-year floodway to assure that the water flows upstream and downstream from the new development or construction will not be altered from existing levels. **RDR**

SN 3.1.2 Development within the Inundation Boundary

Coordinate with the U.S. Army Corps of Engineers in developing standards for development within the inundation boundary resulting from a failure of Folsom Dam or the dikes retaining Folsom Lake. **IGC**

SN 3.1.3 Public Facilities

Require that new critical facilities (e.g., hospitals, emergency command centers, communication facilities, fire stations, police stations) are located outside of 100- and 200-year floodplains, or where such location is not feasible; design the facilities to mitigate potential flood risk to ensure functional operation during a flood event. **SO**

SN 3.1.4 Flood Control Costs

Minimize new development in the 200-year floodway to reduce the long-term public costs of building and maintaining flood control improvements, as required by FEMA and State law. **RDR**

SN 3.1.5 Agency Coordination

Coordinate with local, regional, State, and Federal agencies with responsibility for flood management to minimize flood hazards and improve safety. **IGC**

SN 3.1.6 Climate Change -Informed Flood Standards

Update and maintain the City's design standards related to stormwater and flood management based on the best available data regarding the increased intensity, duration, and frequency of future flood events. **RDR**



Wildfire Hazards

Significant parts of Folsom fall within moderate or high wildfire risk areas, particularly along the American River and near the Folsom-El Dorado Hills border. The region's hot, dry summers create an annual wildfire threat. Policies in this section aim at minimizing the risk of wildfires and preparing Folsom for wildfires.

Goal SN 4.1

Minimize the adverse impacts resulting from wildfires.

SN 4.1.1 **Defensible Space**

Require development in the urban-wildland interface to use "defensible space" design and maintenance to protect lives and property from the risk associated with wildfires. Defensible space techniques include planting less fewer flammable species around buildings, such as fire resistant native and adapted species, and the use of mulch to prevent erosion on bare soil. **RDR**

SN 4.1.2 **Coordination**

Coordinate with fire protection and emergency service providers to assess wildfire hazards before and after wildfire events. Providers should coordinate efforts to effectively address any wildfire threat. **IGC**

SN 4.1.3 **Community Wildfire Preparedness Plan**

Maintain the City of Folsom Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. **MPSP**

SN 4.1.4 **Wildland Fire Risk Reduction**

To reduce the risk of wildland fire, continue to implement Wildland-Urban Interface Building Standards, vegetative fuels management, evacuation planning, and public education. Ensure that there is adequate water flow to combat structural and wildland fires to protect existing and future development. **RDR MPSP PI**

SN 4.1.5 **Wildfire Smoke Education**

Educate the City's population about the health impacts from poor air quality from wildfire smoke through education and

outreach, focusing on protection of vulnerable populations including youth and seniors. **PI**

Hazardous Materials

Hazardous materials include a wide variety of substances found in homes as well as in industry. Used motor oil, paint, solvents, gasoline, and refrigerants are only a small list of the substances considered potentially hazardous to humans and the environment. Policies in this section support Folsom’s hazardous materials programs to minimize the risk of hazardous materials.

Goal 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 5.1.1 Hazardous Materials Management System

Coordinate with industry, community groups, and government agencies to maintain and implement an effective, workable, and fair hazardous materials management system. **IGC JP**

SN 5.1.2 Hazardous Materials Education

Educate the general public and interested parties on the technical and administrative developments in the field of hazardous materials management. **PI**

SN 5.1.3 Workplace Safety

Encourage the effective implementation of workplace safety regulations and assure that hazardous material information is available to users and employees. **RDR**

SN 5.1.4 Transport of Hazardous Materials

Strive to protect residents and sensitive facilities from avoidable incidents in the transportation of hazardous materials in the county. **MPSP**

Noise

Unwanted noise can be a nuisance that impacts quality of life. In extreme cases excessive noise can cause health problems. Vehicle traffic on freeways and major roadways, aircraft fly-overs, industrial activities, and outdoor recreation venues are sources of noise that affect the city. Policies in this section propose mitigation measures to address the harmful effects of noise.

Goal SN 6.1

Protect the citizens of Folsom from the harmful effects of exposure to excessive noise and to protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

SN 6.1.1 Noise Mitigation Strategies

Develop, maintain, and implement strategies to abate and avoid excessive noise exposure in the city by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses. **MPSP**

SN 6.1.2 Noise Mitigation Measures

Require effective noise mitigation for new development of residential or other noise sensitive land uses to reduce noise levels as follows:

1. For noise due to traffic on public roadways, railroad line operations, and aircraft: achieve compliance with the performance standards within Table [SN-2SN-1](#).
2. For non-transportation-related noise sources: achieve compliance with the performance standards contained within Table [SN-1SN-2](#).
3. If compliance with the adopted standards and policies of the Safety and Noise Element will not be achieved even with feasible mitigation measures, a statement of overriding considerations for the project must be provided. **RDR**

SN 6.1.3 Acoustical Analysis

Require an Acoustical Analysis prior to approval of proposed development of residential or other noise-sensitive land uses in a noise-impacted area. **RDR**

SN 6.1.4 Noise and Project Review

Develop, maintain, and implement procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes. The appropriate time for requiring an acoustical analysis would be as early in the project review process as possible so that noise mitigation may be an integral part of the project design. **RDR**

SN 6.1.5 Automobile Noise

Encourage the enforcement of the existing section of the California Vehicle Code relating to adequate vehicle mufflers and modified exhaust systems. **RDR**

SN 6.1.6 Aircraft Noise

Strive to reduce noise from aircraft travel over Folsom. **IGC**

SN 6.1.7 Noise Barriers

If noise barriers are required to achieve the noise level standards contained within this Element, the City shall encourage the use of these standards:

1. Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm so that the total height of the solid portion of the barrier (such as masonry or concrete) does not exceed six feet.
2. The total height of a noise barrier above roadway elevation should normally be limited to 12 feet.
3. The noise barriers should be designed so that their appearance is consistent with other noise barriers in the project vicinity. **RDR**

SN 6.1.8 Vibration Standards

Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria

as shown in Table SN-3 (Groundborne Vibration Impact Criteria for General Assessment). **RDR**

Table SN-1: Noise Compatibility Standards

Land Use	Exterior Noise Level Standard for Outdoor Activity Areas ^a	Interior Noise Level Standard	
	L _{dn} /CNEL, dB	L _{dn} /CNEL, dB	L _{eq} , dB ^b
Residential (Low Density Residential, Duplex, Mobile Homes)	60 ^c	45	N/A
Residential (Multi Family)	65 ^d	45	N/A
Transient Lodging (Motels/Hotels)	65 ^d	45	N/A
Mixed-Use Developments	70	45	N/A
Schools, Libraries, Churches, Hospitals, Nursing Homes, Museums	70	45	N/A
Theaters, Auditoriums	70	N/A	35
Playgrounds, Neighborhood Parks	70	N/A	N/A
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	N/A	N/A
Office Buildings, Business Commercial and Professional	70	N/A	45
Industrial, Manufacturing, and Utilities	75	N/A	45

Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Community Development Department.

- a) Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single-family residential units, and the patios or common areas where people generally congregate for multifamily development. Outdoor activity areas for

nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas. Where the location of outdoor activity areas is unknown, the exterior noise standard shall be applied to the property line of the receiving land use.

- b) As determined for a typical worst-case hour during periods of use.
- c) Where it is not possible to reduce noise in outdoor activity areas to 60 dB, L_{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 65 dB, L_{dn} /CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
- d) Where it is not possible to reduce noise in outdoor activity areas to 65 dB, L_{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 70 dB, L_{dn} /CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Table SN-2: Noise Level Standards from Stationary Sources

Noise Level Descriptor	Daytime (7:00 A.M. to 10:00 P.M.)	Nighttime (10:00 P.M. to 7:00 A.M.)
Hourly L_{eq} , dB	55	45
Maximum level, dB	70	65

Noise levels are measured at the property line of the noise-sensitive use.

Table SN-3: Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels (VdB)		
	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations	65 ^d	65 ^d	65 ^d
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Source: Federal Transit Administration, *Transit Noise Impact and Vibration Assessment*, May 2006.

Vibration levels are measured in or near the vibration-sensitive use.

- a) "Frequent Events" is defined as more than 70 vibration events of the same source per day.
- b) "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
- c) "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
- d) This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.



Extreme Heat

Extreme heat events are projected to become more intense and frequent. Vulnerable populations including youth, seniors, and individuals with existing cardiovascular and respiratory health conditions are particularly vulnerable to heat waves events. The increased frequency and severity of extreme heat events are also projected to degrade the lifespan of important infrastructure such as roadways as well as increase energy demand for cooling, placing increased stress on the electricity grid.

Goal SN 7.1

Protect the City's critical infrastructure and citizens from the most severe effects of extreme heat events with an increased focus on protecting vulnerable populations including youth, seniors, and individuals with underlying health conditions.

SN 7.1.1 Upgrading Heat Sensitive Infrastructure

Upgrade existing heat-sensitive infrastructure and design new infrastructure to withstand the future intensity and frequency of extreme heat events. **SO**

SN 7.1.2 Comprehensive Cool City Strategy

Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect through various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city. **MPSP IGC**

SN 7.1.3 Heat-Sensitive Populations

Educate the community to help protect vulnerable populations from the increasing intensity of extreme heat events. **PI**

SN 7.1.4 Climate-Smart Electricity Grid

Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods. **IGC PI**

Attachment 12

Public Draft Implementation Element Update



10 Implementation

If the City's General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. This element describes the General Plan Maintenance and Monitoring procedures and lists the General Plan's implementation programs.

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Maintenance and Monitoring

The City of Folsom is committed to reviewing its progress in implementing the goals and policies of the General Plan at a minimum of every five years. Since many of the factors and issues that the General Plan addresses change from year to year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the Plan's vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

General Plan Review and Update

At least once every 10 years, the City will aim to thoroughly review the General Plan and revise and update it as necessary. This review and update process will encompass the entire General Plan, including the Background Report and Policy Document goals, policies, and implementation programs.

General Plan Amendments

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. Like the adoption of the general plan itself, General Plan amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan. Some of these will be policy changes, while many will likely be changes to the Land Use Diagram. City staff and decision-makers will need to carefully evaluate each of the changes, not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

General Plan Consistency in Implementation

To ensure City staff and decision-makers systematically implement the policies and proposals of the general plan, State law since the early 1970s has increasingly insisted that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law.

The following is a partial list of City actions that must be consistent with the General Plan:

- Master plans
- Specific plans
- Capital projects (including indirectly facility master plans)
- Development agreements
- Subdivision approvals
- Development projects

Categories of Implementation Actions/Tools

The City of Folsom will implement the goals and policies of the General Plan through many actions and tools grouped according to the eight categories listed below. The two- to four-letter identifiers are used in Part 2 of the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs section of Part 3 to indicate the type of specific implementation program:

- Regulation and Development Review **RDR**
- City Master Plans, Strategies, and Programs **MPSP**
- Financing and Budgeting **FB**
- Planning Studies and Reports **PSR**
- City Services and Operations **SO**
- Inter-governmental Coordination **IGC**
- Joint Partnerships with the Private Sector **JP**
- Public Information **PI**

Regulation and Development Review (RDR)

Many General Plan policies are implemented through regulations adopted by the City based on the City's "police power" to protect the public health, safety, and welfare. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the General Plan. The following is a list of regulatory plans and ordinances commonly used to implement the General Plan:

- Master plans
- Specific plans
- Zoning ordinance
- Subdivision ordinance
- Building and other codes
- Habitat conservation plans
- California Environmental Quality Act (CEQA)
- Development review

City Master Plans, Strategies, and Programs (MPSP)

The City has adopted many master plans, strategies, and programs focusing City attention on various types of City services and facilities, development, or geographic areas. These are prepared to provide more specific direction for City decision-makers, staff, and the public on how the General Plan will be implemented. They are not elements or components of the General Plan. The following is a list of master plans, strategies, and programs that the City has prepared or plans to prepare:

- Parks and Recreation Master Plan
- Pedestrian Master Plan
- Bikeway Master Plan
- Intelligent Transportation Systems (ITS) Master Plan
- Arts and ~~Cultural~~Culture Master Plan
- Historic District Zoning Ordinance and Design and Development Guidelines
- Historic Preservation Master Plan
- Water Master Plan



- Urban Water Management Plan
- Fire Service Delivery Plan
- Emergency Operations Plan
- Multi-Hazard Mitigation Plan
- Community Wildlife Preparedness Plan
- Sanitary Sewer Management Plan
- River District Master Plan
- Active Transportation Plan (In-Progress 2021)
- Folsom City Zoo Sanctuary Master Plan
- Open Space Management Plan
- Folsom Plan Area Open Space Management Plan
- Parks & Recreation Facilities Renovation Master Plan

Specific implementation programs call for the annual or periodic review of many of these master plans, strategies, and programs in addition to adoption of some new master plans and strategies.

Financing and Budgeting (FB)

The development, maintenance, and operation of public facilities such as parks and drainage facilities and the provision of City services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program, which is updated annually. The following is a list of revenue sources used by or available to the City to support development, maintenance, or operation of public facilities and services:

- Property tax revenue
- Sales tax revenue
- User fees
- Development fees
- Quimby Act (Park) dedications
- Business improvement districts
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes

- County, State, and Federal funding

Planning Studies and Reports (PSR)

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council as needed or are prepared annually to report on the status and implementation of the General Plan or a master plan.

City Services and Operations (SO)

The City provides a broad range of services to its residents, businesses, and visitors, and manages and operates its facilities to meet community needs. How the City provides services and carries out its operations makes a significant difference in how effectively the General Plan is implemented.

Inter-governmental Coordination (IGC)

The City must coordinate with numerous local, regional, State, and Federal agencies to implement the General Plan. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Local agencies such as Sacramento County; Folsom Cordova Unified School District; and special districts;
- Regional agencies such as Sacramento Local Agency Formation Commission (LAFCo); Sacramento Area Council of Governments (SACOG); Sacramento Regional Transit (SacRT); and Sacramento Placerville Transportation Corridor (SPTC-JPA);
- State agencies such as Caltrans, General Services, California Environmental Protection Agency (EPA), California Department of Parks and Recreation, California Office of Historic Preservation, and Native American Heritage Commission (NAHC); and
- Federal agencies such as U.S. Bureau of Reclamation; U.S. Fish and Wildlife Services (USFWS); U.S. Army Corps of Engineers; and Federal Emergency Management Agency (FEMA).

The City recognizes there are unique public and private partnerships. In those instances where there are public and private partnerships, it will involve both inter-governmental coordination and joint partnerships with the private sector as described in more detail below.

Joint Partnerships with the Private Sector (JP)

The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan.

Public Information (PI)

The City can use a wide range of tools to keep the city's residents informed of City services or other issues of current interest. Public information can be distributed through media such as brochures, pamphlets, the City's website, workshops, seminars, public access television, radio, newspapers, public hearings, neighborhood and community meetings, and customer service hotlines.

Implementation Programs

Specific implementation programs are listed in the following tables. Similar to the policies, each implementation program is followed by a set of letters that identifies a type of action or tool that the City will use to carry out the implementation program. Following each implementation program is a description of which policy(ies) the program implements, which City department(s) is responsible for implementation, and which department(s) will support the responsible department(s). Finally, to the right of each program is a timeline that identifies when the implementation will be completed.

The implementation program tables are organized as follows:

- Table 9-1: Land Use Implementation Programs
- Table 9-2: Mobility Implementation Programs
- Table 9-3: Economic Prosperity Implementation Programs
- Table 9-4: Natural and Cultural Resources Implementation Programs
- Table 9-5: Public Facilities and Services Implementation Programs
- Table 9-6: Parks and Recreation Implementation Programs
- Table 9-7: Safety and Noise Implementation Programs

Table 9-1: Land Use Implementation Programs

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>LU-1. Update the Zoning Ordinance</p> <p>Develop a priority list for how sections of the Folsom Zoning Ordinance and applicable guidelines will be updated consistent with the General Plan. The City shall review and update the Folsom Zoning Ordinance and applicable guidelines, consistent with the policies and diagrams of the General Plan. The update shall include developing appropriate standards to encourage mixed use within the East Bidwell Overlay area and transit-oriented development around light rail stations, including restrictions on automobile-oriented uses within one-quarter mile of light rail stations. The City shall review and update the Historic District Design and Development Guidelines. RDR</p> <p>PSR</p>		X				X
Implements Policy(ies):	LU 1.1.1					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p>LU-2. Vacant and Underutilized Sites</p> <p>Develop and maintain a citywide database of vacant and underutilized sites to monitor the city’s growth and change. The City shall prepare an annual report to the Planning Commission and City Council on the number of vacant sites and underutilized sites that were developed during the previous year. PSR PI</p>		X			X	
Implements Policy(ies):	LU 1.1.11					
Responsible Department(s)	Community Development					
Supporting Department(s)	Information Systems					
<p>LU-3. Corporation Yard Special Study</p> <p>Develop and adopt a study of the current City of Folsom corporation yard to determine appropriate uses and projects after the City relocates the corporation yard. MPSP</p>			X			
Implements Policy(ies):	LU 4.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						


Table 9-1: Land Use Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
LU-4. Property Owner Outreach on Overlay Designations Reach out to property owners within the East Bidwell Mixed Use Overlay and Transit-Oriented Development Overlay areas to explain the options available to property owners and developers in this area, and provide technical assistance, as appropriate, to facilitate development within these areas. RDR PI		X				X
Implements Policy(ies):	LU 3.1.1- 3.1.8, 4.1.1-4.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						
LU-5. River District Master Plan Prepare a River District Master Plan for Folsom’s riverfront area that is based on widespread community engagement as well as coordination with the California Department of Parks and Recreation. MPSP		X	X			
Implements Policy(ies):	LU 5.1.1-5.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
LU-6 Adopt Green Building  Encourage new residential and non-residential construction projects to adopt and incorporate green building features included in the CALGreen Tier 1 checklist in project designs; and, encourage projects to seek LEED rating and certification that would meet equivalent CALGreen Tier 1 standards or better. Consider future amendments to City code to adopt CALGreen Tier 1 requirements consistent with State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, CALGreen Tier 1 compliance would be required.						X
Implements Policy(ies):	LU 1.1.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-1: Land Use Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
LU-7 Encourage Zero Net Energy						X
Encourage Zero Net Energy (ZNE) building design for new residential and non-residential construction projects. Consider future amendments to City code to adopt ZNE requirements consistent with the State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, achievement of ZNE would be required consistent with provisions in the State building code under California Code of Regulations, Title 24, Part 6.						
Implements Policy(ies):	LU 1.1.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						



Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-1. Transportation Demand Management  <p>Adopt a citywide Transportation Demand Management (TDM) program that encourages residents to reduce the amount of trips taken with single-occupancy vehicles. The program shall be designed to achieve an overall 15 percent vehicle mile traveled (VMT) reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT. The City shall coordinate with employers to develop a menu of incentives and encourage participation in TDM programs. MPSP</p>			X			
Implements Policy(ies):	M 1.1.9, NCR 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
M-2. Intelligent Transportation Systems (ITS) Master Plan <p>Adopt and periodically update an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Implement the ITS Master Plan that may include the following:</p> <ul style="list-style-type: none"> Installing closed-circuit television (CCTV) cameras at designated traffic signals as defined in the ITS Master Plan. Collaborating with neighboring jurisdictions to develop ITS standards and specifications; participate in the Highway 50 Fiberoptic Interconnection Group (50-FIG). Deploying Dynamic Message Signs (DMS) at major decision points and key traveler information locations. Developing and maintain a Traffic Operations Center to facilitate the sharing of traffic information between City staff, the public, and neighboring agencies. Creating an ITS Operations and Maintenance Plan, including steps for replacing legacy equipment and systems. SO/MPSP 				X		
Implements Policy(ies):	M 1.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development <u>Information Systems</u>					
M-3. Electric Vehicle Charge Stations in Public Places 			X			

Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
Develop and implement a citywide strategy to install electric vehicle charging stations in public places where people shop, dine, recreate, and gather. MPSP						
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
M-4. Electric Vehicle Charge Stations at City Facilities 🌐			X			
Explore options to install electric vehicle quick charge stations at City facilities. SO						
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	<u>Public Works</u> <u>Community Development</u>					
Supporting Department(s)	<u>Parks and Recreation</u> <u>Public Works</u>					
M-5. Pedestrian Master Plan			X	X		
Review and update its pedestrian master plan every five years to ensure it remains current and continues to provide sound guidance in creating links between Folsom's destinations. MPSP						
Implements Policy(ies):	M 2.1.1					
Responsible Department(s)	<u>Parks and Recreation</u> <u>Community Development</u>					
Supporting Department(s)	Public Works, <u>Community Development</u> <u>Parks and Recreation</u>					
M-6. Bikeway Master Plan			X	X		
Review and update its bikeway master plan every five years to ensure it remains current and continues to provide sound guidance in creating links between Folsom's destinations. MPSP						
Implements Policy(ies):	M.2.1.5					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	<u>Public Works</u> , <u>Community Development</u>					






Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-7. Bicycle Safety Education Continue to implement a bicycle-safety education program for cyclists and motorists. 						X
Implements Policy(ies):	M.2.1.9					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Public Works, Police Department					
M-8. Bicycle and Pedestrian Improvements  Identify regional, State, and Federal funding sources to support bicycle and pedestrian facilities and programs to improve roadways and intersections by 2035. Actions include: <ul style="list-style-type: none"> Require bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections serving the project. Improvements may include, but are not limited to: on-street bike lanes, traffic calming improvements such as marked crosswalks, raised intersections, median islands, tight corner radii, roundabouts, on-street parking, planter strips with street trees, chicanes, chokers, any other improvement that focuses on reducing traffic speeds and increasing bicycle and pedestrian safety. <i>For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, incorporation of applicable bicycle and pedestrian improvements into project designs or conditions of approval would be required.</i> Based on the most recent citywide inventory of roadways and pedestrian/bicycle facilities, identify areas of greatest need, to focus improvements on first. Areas to prioritize include roadways or intersections with a lack of safety features, street where disruption in sidewalks or bicycle lanes occurs, areas of highest vehicle traffic near commercial centers and transit facilities, where increased use of pedestrian/bicycle facilities would be most used.   						X
Implements Policy(ies):	M 1.1.4, M 1.1.6, M 1.1.5, M 2.1.2, M 2.1.3, M 2.1.4, M 2.1.15					
Responsible Department(s)	Parks and Recreation, Public Works					
Supporting Department(s)	Community Development					
M-9. Safe Routes to School						X

Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>Coordinate with the Folsom Cordova Unified School District to pursue Safe Routes to School grants to fund programs and projects that ensure Folsom children can walk or bike to school safely. IGC</p>						
Implements Policy(ies):	M 2.1.16					
Responsible Department(s)	Public Works, Parks and Recreation					
Supporting Department(s)	Community Development					
<p>M-10. Capital Southeast Connector</p> <p>Coordinate with other members of the Capital Southeast Connector Joint Powers Authority (JPA) to ensure the connector is constructed. The City shall continue to assign a Folsom representative to the JPA board. IGC</p>						X
Implements Policy(ies):	M 4.1.4					
Responsible Department(s)	Public WorksCommunity Development					
Supporting Department(s)	Community Development Public Works					
<p>M-11. Parking Standards </p> <p>Review and update its parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use and transit-oriented developments. RDR</p>		X				
Implements Policy(ies):	M 4.2.1, M 4.2.2, M 4.2.3, M 4.2.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						
<p>M-12. Commercial Truck Routes</p> <p>Review and update its commercial truck routes map to ensure it meets the economic needs of the community and includes STAA routes. MPSP</p>		X				
Implements Policy(ies):	M 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

	Maintain and implement a Quarry Truck Management Plan. 	Implements Policy(ies):	M 5.1.5
		Responsible Department(s)	Public Works
		Supporting Department(s)	Community Development

2018-2020	
2021-2025	
2026-2040	
Annual	X
Ongoing	

Table 9-2: Mobility Implementation Programs

Table 9-3: Economic Prosperity Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
EP-1. Industry Cluster Analysis		X				
Coordinate with the Folsom Chamber of Commerce to conduct an analysis of the industry clusters that exist in Folsom and the emerging or potential clusters in Folsom. MPSP						
Implements Policy(ies):	EP 2.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)	Community Development					
EP-2. Customer Service Survey		X				
Develop and implement a customer service survey to better understand the customer service relationship between the City and business community. MPSP						
Implements Policy(ies):	EP 3.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)						
EP-3. Folsom Accelerated Small Tenant Improvement Review (FASTIR)						X
Continue to maintain and implement a program to help tenants obtain building permits in a timely manner, with a goal of providing building permits within one to two days. RDR						
Implements Policy(ies):	EP 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						
EP-4. Inventory of Developable Sites						X
Develop and maintain an inventory of developable sites to encourage the development of key new industries. MPSP						
Implements Policy(ies):	EP 3.2.1					
Responsible Department(s)	Community Development					
Supporting Department(s)	<u>Information Systems</u>					

Table 9-3: Economic Prosperity Implementation Programs	2018-2020	2021-2025	2026-2040	Annual	Ongoing
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EP-5. Folsom Tourism Bureau						X
Coordinate with the Folsom Tourism Bureau on strategies to attract visitors to Folsom. The City shall invite representatives from the Folsom Tourism Bureau to regularly brief the Folsom City Council on programs and strategies. 						
Implements Policy(ies):	EP 6.1.7					
Responsible Department(s)	City Manager					
Supporting Department(s)	Community Development, Parks and Recreation					

Table 9-4: Natural and Cultural Resources Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
NCR-1. Urban Forest Plan			X			
Develop and maintain an Urban Forest Plan. MPSP						
Implements Policy(ies):	NCR 1.1.8					
Responsible Department(s)	Community Development					
Supporting Department(s)						
NCR-2. Maintain GHG Emissions Inventory			X	X		
Review and update the City's GHG emissions inventory for municipal and communitywide GHG emissions every five years at a minimum.						
Implements Policy(ies):	NCR 3.2.1, 3.2.2, 3.2.5					
Responsible Department(s)	Community Development					
Supporting Department(s)						
NCR-3. Creek Week					X	
Sponsor a citywide volunteer creek clean-up day during "Creek Week."						
Implements Policy(ies):	NCR 4.1.4					
Responsible Department(s)	Parks and Recreation, Public Works					
Supporting Department(s)	Community Development					
NCR-4. Cultural Resources Inventory						X
Maintain and implement a cultural resource inventory to identify, evaluate, register, and protect Folsom's cultural resources. MPSP						
Implements Policy(ies):	NCR 5.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
NCR-5. Historic Preservation Master Plan						X
Maintain and implement the Historic Preservation Master Plan. MPSP						
Implements Policy(ies):	NCR 5.1.1, NCR 5.1.4					
Responsible Department(s)	Community Development					

Table 9-4: Natural and Cultural Resources Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
Supporting Department(s)						

NCR 6: Lighting Design Standards

Establish consistent lighting standards for outdoor lighting of city development to reduce high-intensity nighttime lighting and glare. These standards shall be consistent with the Folsom Plan Area Specific Plan Community Design Guidelines. Additional standards shall be considered, including the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.

To reduce impacts associated with light and glare, the City will require the following lighting standards:

- Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.
- Place and shield or screen flood and area lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists.
- For public street, building, parking, and landscape lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. For public parks and sports facilities, the City will use the best light and glare control technology feasible, along with sensitive site design.
- Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.

X

Implements Policy(ies):	NCR 2.1.3.
Responsible Department(s)	Community Development
Supporting Department(s)	<u>Parks and Recreation</u>

Table 9-4: Natural and Cultural Resources Implementation Programs

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>NCR 7: Management of Inadvertently Discovered Cultural Resources</p> <p>Develop a program for the management of inadvertently discovered cultural resources. The program will consist of, but will not necessarily be limited to the following standards:</p> <p>The City will require, through permit or tentative map conditions or contractual obligations, that in the event of any inadvertent discovery of archaeological resources, all such finds will be subject to PRC 21083.2 and CEQA Guidelines 15064.5. Procedures for inadvertent discovery are listed below.</p> <p>In the event of the inadvertent discovery of previously unknown archaeological sites during excavation or construction, all construction affecting the site shall cease and the contractor shall contact the City.</p> <ul style="list-style-type: none"> All work within 100 feet of the find will be halted until a professional archaeologist can evaluate the significance of the find in accordance with NRHP and CRHR criteria. If any find is determined to be significant by the archaeologist, representatives of the City will meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan will be prepared by an archeologist, outlining recovery of the resource, analysis, and reporting of the find. The Treatment Plan will be submitted to the City for review and approval prior to resuming construction. 		X				
Implements Policy(ies):	NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
<p>NCR 8: Management of Paleontological Resources</p> <p>Develop a program for the management of paleontological resources. The program will consist of, but will not necessarily be limited to, the following standards and requirements: Prior to approval of a discretionary project, it shall be determined through literature review and records research, the paleontological sensitivity of the geologic units affected by the project. If paleontological resources may be present, conditions will be added to the project approval to monitor for and salvage paleontological resources during ground-disturbing activities.</p>		X				
Implements Policy(ies):	NCR 5.1.4					

Table 9-4: Natural and Cultural Resources Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-1. Capital Improvement Plan		X	X	X		
Update the Capital Improvement Plan (CIP) biannually to ensure the implementation and adequacy of the plan. MPSP FB						
Implements Policy(ies):	PFS 1.1.1					
Responsible Department(s)	Public Works, Finance, Parks and Recreation, Environmental & Water Resources					
Supporting Department(s)	All Departments					
PFS-2. Arts and Culture Master Plan		X	X	X		
Review and update an Arts and Cultural Culture Master Plan every five years. As part of the Plan, prepare guidelines for plaques, signs, and other displays in public spaces to increase awareness of such cultural and historic sites and events. MPSP						
Implements Policy(ies):	PFS 1.1.2					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PFS-3. Public Art Guidelines		X	X	X		
Review and update every five years guidelines regarding permanent artwork in public spaces. MPSP						
Implements Policy(ies):	PFS 1.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PFS-4. Water Master Plan			X	X		

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
Continue to review and update the City's Water Master Plan at least every five years consistent with the land use patterns and densities/intensities provided for in the General Plan. MPSP						
Implements Policy(ies):	PFS 3.1.1					
Responsible Department(s)	Environmental and Water Resources Department					
Supporting Department(s)	Public Works					
PFS-5. Urban Water Management Plan			X	X		
Review and update the Urban Water Management Plan at least every five years, as required by the Urban Water Management Planning Act. MPSP						
Implements Policy(ies):	PFS 3.1.2					
Responsible Department(s)	Environmental and Water Resources Department					
Supporting Department(s)	Public Works, Parks and Recreation					
PFS-6. Water Management Programs						X
Maintain its water management programs, including its commercial water audits, large landscape irrigation audits, rebates, and education. MPSP						
Implements Policy(ies):	PFS 3.1.9					
Responsible Department(s)	Environmental and Water Resources Department					
Supporting Department(s)	Community Development, Parks and Recreation					
PFS-7. Sanitary Sewer Management Plan		X	X	X		
Review and update Sanitary Sewer Management Plan at least every two years as required by State Water Resources Control Board's General Waste Discharge Requirement Order. MPSP						
Implements Policy(ies):	PFS 4.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-8. Maintenance Permits						X

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
Obtain State and Federal permits for maintaining all floodways and detention basins and keep these facilities free of flood obstructions.						
Implements Policy(ies):	PFS 5.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-9. Fire Service Delivery Plan						X
Review and update every three years the Fire Service Delivery Plan to define the future fire protection service needs of the city. MPSP						
Implements Policy(ies):	PFS 7.1.2					
Responsible Department(s)	Fire Department					
Supporting Department(s)						
PFS-10. City Energy Use Procedures						X
Develop energy use / plug load procedures for City facilities and engage employees in the implementation process. SO						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	<u>Parks and Recreation</u> Public Works					
Supporting Department(s)						
PFS-11. Evaluate Automating Energy Use						X
Systematically evaluate effectiveness of existing systems to automate energy use and implement energy conservation measures such as automatic HVAC system shutdowns, additional room lighting sensors, automatic computer shutdowns, or any other identified energy reduction opportunities. SO						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	<u>Parks and Recreation</u> Public Works					
Supporting Department(s)						
PFS-12. Evaluate Energy Use						X

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>Evaluate facilities energy use to identify key areas where energy upgrades are needed and consider lighting retrofits, building weatherization, and mechanical/HVAC upgrades. SO</p>						
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	<u>Parks and Recreation</u> <u>Public Works</u>					
Supporting Department(s)						
<p>PFS-13. Streetlight Retrofit</p> <p>Continue to retrofit streetlights with light-emitting diode (LED) fixtures for energy efficiency and reduced maintenance. SO</p>						X
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	<u>Public Works</u> , <u>Parks and Recreation</u>					
Supporting Department(s)						
<p>PFS-14. Energy Efficient Fleet 🌐</p> <p>Continue purchasing alternative fuel/technology vehicles when replacing vehicles in existing fleet. Use high-performance renewable diesel in 100 percent of existing (2014) and future diesel on-road vehicles and convert entire on-road gasoline vehicles to electric by 2035. SO</p>						X
Implements Policy(ies):	PFS 8.1.8					
Responsible Department(s)	<u>Public Works</u>					
Supporting Department(s)	<u>Parks and Recreation</u> , <u>Community Development</u> , <u>Environmental and Water Resources</u>					
<p>PFS-15. Reduce VMT in City Operations</p> <p>Take actions to reduce vehicle miles traveled related to city operations. Potential actions may include:</p> <ul style="list-style-type: none"> • Install timer locks on all City owned restroom facilities – reducing the vehicle travel needed to manually lock/unlock these facilities. • Revise City Design Review process so employees only need to post a notice at the site once. • Allow online credit card payments for certain Community Development Permits - reducing applicant need to drive to City Hall. SO 						X

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
Implements Policy(ies):	PFS 8.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development, Parks and Recreation					





PFS-16. PACE Program		X				
Continue to assist in implementing the Property Assessed Clean Energy (PACE) programs to facilitate energy conservation financing in Folsom. 						
Implements Policy(ies):	PFS 8.1.4, PFS 8.1.5, PFS 8.1.6					
Responsible Department(s)	Community Development Public Works					
Supporting Department(s)						
PFS-17. Partnerships for Energy Conservation						X
Work with regional partners and local energy utilities (e.g., Sacramento Municipal Utility District [SMUD] and Pacific Gas & Electric Company [PG&E]) to promote, develop, maintain, and implement energy conservation and efficiency programs. These could include residential and commercial programs that provide rebates and financing for energy efficiency upgrades to existing homes and commercial buildings, SMUD's Greenergy and carbon off-set program, photovoltaic system retrofits, and other applicable programs. 						
Implements Policy(ies):	PFS 8.1.4					
Responsible Department(s)	Public Works, Community Development					
Supporting Department(s)	Parks and Recreation					
PFS-18. Neighborhood Cleanup Program 						X
Collect bulky waste (e.g., lumber, furniture, tires) from Folsom residents to maintain a clean, attractive city. 						
Implements Policy(ies):	PFS 9.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-19. Recycling Containers <p>Expand the number of recycling containers at City facilities and properties to capture more recyclables that are currently going to the landfill. </p>		X				
Implements Policy(ies):	PFS 9.1.2, PFS 9.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-20. Reduce Waste in City Facilities <p>Reduce waste diverted to the landfill by expanding the use of automatic hand dryers in bathrooms, as well as setting printer defaults to double-sided printing. </p>		X				
Implements Policy(ies):	PFS 9.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)	<u>Parks and Recreation</u>					
PFS-21. M.O.W.E.R. Program <p>Provide education on composting and grasscycling to the public through the Minimizing Organic Waste with Education and Recycling (M.O.W.E.R.) program. </p>						X
Implements Policy(ies):	PFS 9.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-22 Renewable Energy in City-Operated Buildings <p>Strive to supplement 25 percent of City-owned building energy demand through on-site or off-site renewable energy sources. On-site sources may include solar panels or other types of renewable energy systems on rooftops or parking areas, and on-site energy storage. Off-site sources could include combinations of equivalent renewable energy generation systems, power purchase agreements, or other off-site programs offered by energy utilities (e.g., SMUD's Greenergy or SolarShares programs).</p>						X
Implements Policy(ies):	PFS 8.1.3					
Responsible Department(s)	<u>Parks and Recreation</u> Public Works					
Supporting Department(s)	<u>Public Works</u>					

Table 9-5: Public Facilities and Services Implementation Programs



		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>PFS-23 High-Efficiency or Alternately-Powered Water Heater Replacement Program </p> <p>Provide educational material and information on the City’s website, as well as through the permit and building department, on the various high-efficiency and alternately-powered water heat replacement options available to current homeowners considering water heater replacement; develop appropriate financial incentives, working with energy utilities or other partners; and, streamline the permitting process. Replacement water heaters could include high-efficiency natural gas (i.e., tankless), or other alternately-powered water heating systems that reduce or eliminate natural gas usage such as solar water heating systems, tankless or storage electric water heaters, and electric heat pump systems.</p>						X
Implements Policy(ies):	PFS 8.1.9					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
<p>PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs </p> <p>Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include:</p> <ul style="list-style-type: none"> • Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings. • Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects. • Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program. 						X






Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<ul style="list-style-type: none"> Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low-interest loans or property tax assessments. Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs). 						
Implements Policy(ies):	PFS 8.1.3, PFS 8.1.4, PFS 8.1.5					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
PFS-25 Zero Net Energy Development 		X		X		
Adopt an ordinance to require ZNE for all new residential construction by 2020 and commercial construction by 2030, in coordination with State actions to phase in ZNE requirements through future triennial building code updates.						
Implements Policy(ies):	NCR 3.2.3, LU 9.1.10, LU 1.1.13, LU 1.1.17					
Responsible Department(s)	Community Development					
Supporting Department(s)						
PFS-26 Renewable Diesel 				X		
Revise the City of Folsom's Standard Construction Specifications to require that all construction contractors use high-performance renewable diesel for both private and City construction. Phase in targets such that high-performance renewable diesel would comprise 50 percent of construction equipment diesel usage for projects covered under the specifications through 2030, and 100 percent of construction equipment diesel usage in projects covered under the specifications by 2035.						
<i>For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, the use of high-performance renewable diesel would be required consistent with the above targets.</i>						
Implements Policy(ies):	NCR 3.2.7					
Responsible Department(s)	Community Development					
Supporting Department(s)						
PFS-27 Reduce Water Consumption in New Development 						X

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water-efficient appliances and plumbing fixtures. Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council)</p> <p><i>For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required.</i></p>						
Implements Policy(ies):	PFS 3.1.3, PFS 3.1.9					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-6: Parks and Recreation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>PR-1. Parks and Recreation Master Plan</p> <p>Review and update every five years the Parks and Recreation Master Plan to carry out the goals of the General Plan and ensure that the parkland resources and recreation programs are sufficient to maintain Folsom's high quality of life. </p>			X	X		
Implements Policy(ies):	PR 1.1.1					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
<p>PR-2. Alternative Funding Sources</p> <p>Examine the feasibility of establishing alternative sources of funding for the acquisition, development, and renovation of parklands and financing for expanded recreation programs. </p>			X			
Implements Policy(ies):	PR 1.1.16					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
<p>PR-3. Governmental Coordination</p>						X

Coordinate with County, State, Federal, and regional agencies to achieve the goals and policies of the Parks and Recreation Element, including improved public access to the riverfront area for recreation. IGC						
Implements Policy(ies):	PR 4.1.1-4.1.5					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PR-4. Recreation Activity Guide						X
Maintain and implement an activity guide for recreation programs, leagues, and special events at a minimum of two times per year. PI						
Implements Policy(ies):	PR 3.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
SN-1. Adopt a Noise Reduction Program			X			
Adopt a citywide noise reduction program to reduce traffic noise levels along roadways where significant increases in traffic noise levels are expected to occur. The program shall include, but shall not be limited to, the following specific elements for noise abatement consideration where reasonable and feasible:						
<ul style="list-style-type: none"> Noise barrier retrofits; Truck usage restrictions; Reduction of speed limits; Use of quieter paving materials; Building façade sound insulation; Traffic calming; Additional enforcement of speed limits and exhaust noise laws; and Signal timing. 						
Implements Policy(ies):	SN 6.1.1, SN 6.1.2, SN 6.1.4					
Responsible Department(s)	Community Development Department					
Supporting Department(s)	Public Works, Police Department					

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
SN-2. Emergency Operations Plan Review and update every five years the emergency operations plan, which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications. MPSP		X	X			
Implements Policy(ies):	SN 1.1.1					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)	All Departments					
SN-3. Community Emergency Response Team Support the Community Emergency Response Team (CERT) program to prepare residents in the event of a disaster. MPSP						X
Implements Policy(ies):	SN 1.1.2					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)						
SN-4. Multi-Hazard Mitigation Plan Review and update every five years the on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan. MPSP						X
Implements Policy(ies):	SN 1.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)						
SN-5. Community Wildfire Preparedness Plan Review and update every five years the Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. MPSP						X
Implements Policy(ies):	SN 4.1.3					
Responsible Department(s)	Fire Department Public Works					
Supporting Department(s)	Parks and Recreation					
SN-6. Hazardous Materials Maintain a hazardous materials program that ensures residents and businesses dispose of hazardous materials properly. The program should allow residents and						X

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p>businesses to schedule pick up of their hazardous materials by the City and educate residents on what the City considers hazardous waste. MPSP</p>						
Implements Policy(ies):	SN 5.1.1, SN 5.1.2, SN 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						
SN-7. Reduce Aircraft Noise						X
<p>Continue to collaborate with Sacramento County to reduce noise levels from air traffic in Folsom. IGC</p>						
Implements Policy(ies):	SN 6.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						
SN-8. Review Evacuation Plan and Routes					X	
<p>Analyze the capacity, safety, and viability of the City's evacuation routes under a range of emergency scenarios annually, as part of the annual review of the City's Emergency Operations Plan. MPSP</p>						
Implements Policy(ies):	SN 1.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)	Folsom Fire Department, Police Department, Public Works					
SN-9. Update Stormwater and Flood Standards			X			
<p>Review and update, as needed, the City's Design and Procedures Manuals and Improvement Standards to address the increased intensity, duration, and frequency of future flood events. MPSP RDR</p>						
Implements Policy(ies):	SN 3.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
SN-10. Conduct Outreach on Wildfire Smoke Protection				X		

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><u>Conduct outreach to educate all residents including vulnerable populations (e.g., youth and seniors) with strategies to protect themselves and their homes from the increased impacts from wildfire smoke. PI</u></p>						
Implements Policy(ies):	SN 4.1.5					
Responsible Department(s)	Folsom Fire Department, Police Department					
Supporting Department(s)						
<p>SN-11. Upgrade Existing Heat Sensitive Infrastructure</p> <p><u>Upgrade existing heat-sensitive infrastructure (e.g., roadways, bridges) in the city to withstand the future intensity and frequency of extreme heat events. SO FB</u></p>				X		
Implements Policy(ies):	SN 6.1.1					
Responsible Department(s)	Public Works, Environmental and Water Resources Department					
Supporting Department(s)						
<p>SN-12. Update Design Standards</p> <p><u>Review and update, as needed, relevant climate-related design standards (e.g., heating and cooling) and building code requirements to ensure development can withstand future extreme heat events. RDR</u></p>			X			
Implements Policy(ies):	SN 6.1.1					
Responsible Department(s)	Community Development, Public Works					
Supporting Department(s)						
<p>SN-13. Coordinate with Regional Agencies</p> <p><u>Coordinate with regional service providers including Sacramento Municipal Utility District and Sacramento Regional Transit District to implement infrastructure updates for systems outside the City's jurisdiction to prepare for climate change impacts (e.g., extreme heat, larger storm events). IGC</u></p>				X		
Implements Policy(ies):	SN 6.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
<p>SN-14. Implement a Cool City Strategy</p> <p><u>Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban</u></p>			X			



Table 9-7: Safety and Noise Implementation Programs

		2018-2020	2021-2025	2026-2040	Annual	Ongoing
<p><u>Heat Island effect. The strategy shall include various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city. MPSP IGC</u></p>						
Implements Policy(ies):	SN 6.1.2					
Responsible Department(s)	Community Development, Public Works					
Supporting Department(s)	Parks and Recreation					
<p>SN-15. Conduct Educational Outreach on Extreme Heat Events</p> <p><u>Implement an education and outreach program to relevant businesses and institutions such as residential care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events. PI</u></p>						X
Implements Policy(ies):	SN 6.1.3					
Responsible Department(s)	Folsom Fire Department, Police Department					
Supporting Department(s)						
<p>SN-16. Promote Cost Benefits of Reducing Electricity Use</p> <p><u>Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods. IGC PI</u></p>			X			
Implements Policy(ies):	SN 6.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Attachment 13

Sacramento Metropolitan Air Quality Management District Comment Letter on the Draft Safety and Noise Element Update



July 2, 2021

Stephanie Traylor Henry
Senior Planner
City of Folsom Community Development Department
50 Natoma Street
Folsom, CA 95630

Subject: Draft Safety and Noise Element Update (SAC200801305)

Dear Stephanie Traylor Henry:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) the opportunity to review the City of Folsom's Draft Safety and Noise Element Update. The Sac Metro Air District is required by the California Health and Safety Code to represent the residents of Sacramento County in influencing the decisions of other agencies whose actions may have an adverse impact on air quality. In that spirit, Sac Metro Air District staff are pleased to provide the following comments.

Extreme Heat

Sac Metro Air District commends the City for acknowledging the seriousness of extreme heat in new Goal SN 7.1, and for including policies to address heat sensitive populations and infrastructure. Specifically, Policy SN 7.1.2, Comprehensive Cool City Strategy, describes measures the City may implement to reduce heat related impacts which are supported by the 2020 Capital Region Transportation Sector Urban Heat Island Mitigation Project.¹ Sac Metro Air District staff looks forward to working with the City to implement Policy SN 7.1.2.

Wildfire Smoke Education

The addition of Policy SN 4.1.5, Wildfire Smoke Education, is critical to help protect the public, especially the most vulnerable, from health impacts resulting from exposure to smoke. Implementation Program SN-10, linked to this policy, indicates the City's police and fire agencies will be responsible for the education effort in the 2026-2040 timeframe. Due to the increases in wildfire events and the severe health effects that may result from exposure to smoke, the Sac Metro Air District encourages the City to start this education effort as soon as possible. Sac Metro Air District provides an abundance of resources on its Wildfire Smoke Information website,² including real time air quality data, fire and smoke maps, health effects information, "what to do" collateral for residents, businesses and schools, social media links, and websites to other agencies with expertise in wildfire and smoke. Additionally, the U.S. EPA provides a Smoke Ready Toolbox for Wildfires website.³

¹ Urban Heat Island Mitigation Project website: <https://urbanheat-smaqmd.hub.arcgis.com/>

² Wildfire Smoke Information website: <http://www.airquality.org/Air-Quality-Health/Climate-Change/Public-Outreach/Wildfire-Smoke-Information>

³ EPA website: <https://www.epa.gov/smoke-ready-toolbox-wildfires>

Asbestos

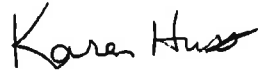
Sac Metro Air District recommends the City replace the word “mitigate” with “reduce” in Policy SN 2.1.3 regarding naturally occurring asbestos. As noted in the policy, state law requires certain steps be taken to reduce exposure to asbestos in the soil. The term mitigate has a specific meaning associated with the California Environmental Quality Act that may appear to allow more flexibility.

Implementation Programs

Many of the implementation programs in Chapter 10 related to Extreme Heat (SN-11, SN-12, etc.) incorrectly reference policies related to Noise and should be updated to reference the correct policies.

Please contact me at khuss@airquality.org or 279-207-1131 if you have any questions regarding these comments.

Sincerely,



Karen Huss
Associate Air Quality Planner/Analyst

cc: Paul Philley, AICP, CEQA and Land Use Program Supervisor
Shelley Jiang, Climate Change Coordinator

Attachment 14

Empire Ranch Specific Plan Amendment Exhibit

EMPIRE RANCH SPECIFIC PLAN AMENDMENT EXHIBIT

The Specific Plan is amended to include the following allowed uses in the Commercial/ Central Business District (C-2 Zone):

Commercial/Central Business District (C-2 Zone)

a. Permitted Uses

General retail and related supportive facilities

- Antique store.
- Appliance store.
- Art gallery.
- Athletic equipment and sporting goods store.
- Auto parts and accessory store.
- Bakery-pastry shop.
- Bicycle sale, rent, service.
- Boat parts and accessories store.
- Book, record store.
- Butcher and meat market.
- Candy store.
- Clothing and apparel store.
- Coin-operated dispenser.
- Costume shop, sale and rent.
- Curio, novelty shop.
- Delicatessen.
- Drive-in dairy, excluding creamery.
- Drug store; prescriptions, sundries.
- Electronic equipment store.
- Eyeglasses~ frames, and contact lens sales and service.
- Floor covering; drapery or upholstery store.
- Florist.
- Food store-supermarket.
- Food market ancillary to service station.
- Furniture store.
- Garage equipment and tool sales~ with no outside storage.
- Gardening, landscaping supply store.
- Gift, card shop.
- Gun shop-gunsmith.
- Hardware store, with no outside storage.
- Hay, seed, and grain store.
- Hearing aid sales and service.
- Jewelry store.
- Liquor store.
- Military surplus store.
- Music store, including instrument repair.
- Newspaper, magazine stand.
- Novelty, curio-shop.

Office machines and equipment sales.
Paint and wallpaper store.
Pawn shop.
Pet store, no kennel.
Photographic supply, camera store.
Pool table sale and repair service.
Power tool sales.
Record, book store.
Saddlery shop.
Shoe store.
Sporting goods and athletic equipment store.
Stamp, coin store.
Stationary store.
Supermarket-food store.
Swimming pool, spa sales, and service.
Television and radio sales.
Tobacco shop.
Toy store.
Trophy, emblem store.
Video store.
Wig sales and service.
Winery sales facility-tasting room.

Commercial services and related supportive facilities

Addressing and mailing service.
Ambulance service.
Amusement arcade.
Appliance repair shop.
Art studio.
Auto: minor service, repair, replacement.
Auto wash, self-service or automatic.
Baggage transfer service.
Bar-tavern.
Bath house: sauna, Turkish, spa, and toning.
Barber shop.
Beauty shop.
Blueprinting, photo stating service.
Bus depot.
Business college.
Cafe-restaurant.
Card room (also refer to Chapter 9.40 of the Folsom Municipal Code requiring City Council approval.
Child care center for more than six.
Clinic, child-family guidance.
Clinic, physical therapy.
Coffee shop.
Delivery service.
Drafting service, including incidental whiteprint.

Dressmaker-tailor.
Drive-in cafe.
Driving school.
Funeral establishment.
Furniture cleaning, refinishing & and reupholster shop.
Furniture rental agency.
Gardening & landscaping-, service yard and workshop.
Grinding & sharpening service.
Grooming service, such as poodle grooming.
Hotel.
Hotel, restaurant equipment sales.
Interior decorator's service yard and workshop.
Janitor service.
Laboratory: medical, dental, or optical.
Laboratory: materials testing.
Lapidary shop.
Laundromat; self-service.
Laundry or cleaning agency,
Laundry or cleaning pick-up station.
Locksmith: safe repair, key and lock shop.
Motel.
Photography studio, including incidental processing.
Picture framing shop.
Printer-lithographer.
Recreation facility, indoor.
Reducing, body building studio.
Restaurant-cafe.
School: charm, culture, self-defense, judo, boxing, gymnastics, other private.
Shoe repair shop.
Shoeshine parlor.
Soda fountain-ice cream parlor.
Stenographic service.
Studio: dance, voice, music, gymnastics.
Studio: radio, television, recording.
Tailor-dressmaker.
Taxicab service and storage facility.
Taxidermist.
Telegraph office.
Telephone answering service.
Television and radio repair shop.
Ticket agency.
Travel agency.
Tree service.
Veterinary clinic.

Public/quasi-public services and related supportive facilities

Church. Hospital.
Labor union temple.
Library.
Lodge-- fraternal hall.
Museum.
Public and government-owned building and facility.
Public and government uses within privately-owned buildings, facilities, and grounds.
Public utility and public service facility.
Sanitarium.
School: college, university.
School, private K-12. School, public K-12. School, trade or vocational.
Social rehabilitation center.

Office and related supportive facilities

Office, business or professional.

Residential and related supportive facilities

Apartment- multi-family dwelling in the range of 15-30 units per acre

Apartment hotel

Home occupation

Residence of a caretaker, proprietor, or owner of a permitted Use (Ord 537, S 1,1983)

b. Use Permits Required

General Retail and related supportive facilities

Bookstore, adult
Building material and lumber sales
Concession, temporary
Drive-n food market or stand
Garage equipment and tool sales, with outside storage
Hardware store, with outside storage
Lumber and building materials sales
Nursery, plants
Ornamental rock sales and related storage
Public auction or flea market
Wholesale store

Commercial services and related supportive facilities

Auto service station, primary
Auto service station, secondary
Auto, major
Auto, major repair
Auto, transmission rebuild
Auto, radiator rebuild
Auto, starter-gen rebuilding
Auto, body repair
Auto, paint shop
Auto, machine shop

- Bed and breakfast inn
- Carnival
- Circus
- Dance hall-bathroom-discotheque
- Dancing as an incidental use in a bar or restaurant
- Equipment rental agency
- Frozen food locker cold storage plant
- Live theater
- Massage parlor
- Motion picture theater
- Residential care homes for adults or children, over six persons
- Resorts
- Stadium
- Tattoo shop
- Towing service
- Veterinary animal hospital, with no outside uses

Public/quasi-public services and related supportive facilities

- Community center-citizens improvement club
- Psychiatric facility
- Privately-owned uses within public and government-owned
- Buildings, facilities and grounds
- Recreation facility, outdoor
- Travel trailer park

Office and related supportive facilities

- None Listed

Residential and related supportive facilities

- ~~Apartment—multi-family dwelling~~
- Residential uses, other

(Ord. 537, S1, 1985)

Table 6-1 of the Specific Plan is amended as shown in red strikeout/underline text:

Table 6-1 Development Standards

General Plan Designation	MMD	NC	RCC	OS
Units/Acre	12 – 17.9	-	-15 – 30	-
Zoning District	R-M	C-1	C-2	OSC
Proposed Land Use Category	MMD ⁽⁴⁾	C-1	C-2	OS
				GC ⁽⁵⁾
				NOS,P
Minimum Lot Area	-	-	-(7)	-
Minimum Corner Lot Area	7,500sf	-	-(7)	-
Front Setback	15 ft	0	0 ⁽⁷⁾	-
Side Setback	11/5 ft	0	0 ⁽⁷⁾	-
Setback Streetside Corner Lot	16 ft	0	0 ⁽⁷⁾	-
Rear Setback	20 ft	15 ft	12 ft ⁽⁷⁾	-
Lot Width	60 ft	0	0 ⁽⁷⁾	-
Building Coverage	60%	.40 FAR	.40 FAR ⁽⁷⁾	10%
Maximum Height	50 ft	35 ft	50 ft ⁽⁷⁾	40 ft
	4 stories	2 stories	4 stories ⁽⁷⁾	
Distance Between Main Buildings	10 ft ⁽²⁾	-	-(7)	10 ft
Minimum Site Landscaping	20%	20%	20% ⁽⁷⁾	-
Maximum Height Fences and Walls	6 ft	-	-(7)	-

Notes:

- (1) ~~Not applicable Single row side-to-side dwellings side to rear 10 ft., side to front 14 ft. Double row side-to-side Dwellings facing a central court side to rear 10 ft., width of court 24 ft. Rear yards for dwelling group may be reduced to not less than 12 ft. No building in a group dwelling development shall have a rear abutting upon a street.~~
- (2) Not applicable SFLD – Single Family Low Density Residential
- (3) Not applicable SFHD – Single Family High Density Residential
- (4) MMD – Multi-Family Medium Density Residential
- (5) OS – Areas of Recontoured Open Space used as Sloped Transition Zones or Drainage Channels and Ponds, GC – Public Golf Course, NOS – Natural Open Space, Wetlands, Riparian Corridor, Oak Woodlands, Vernal Pools, Seeps. P – Neighborhood Parks, Mini-parks.
- (6) ~~Not applicable Dwelling types with side entry garages may have a 15-ft. setback subject to the approval of the Community Development Department. Structures built on the hillside lots shall not exceed two stories (35 feet maximum height); unbroken front or rear wall planes shall not exceed 21 feet in height; and structures shall be designed in accordance with Section 7.4.3.~~
- (7) Residential dwellings within the RCC designation are subject to the design standards listed in the Folsom Municipal Code for R-4, General Apartment District.