
4 LAND USE, POPULATION, AND HOUSING

4.1 LAND USE

4.1.1 PROPOSED 2035 GENERAL PLAN PLANNING AREA BOUNDARY

As described in Chapter 3, *Project Description*, the 2035 General Plan Planning Area includes land within the city limits, as well as two additional areas adjacent to the city. (See Figure 3-2.) No land use designations or specific policies are associated with areas outside of the existing city Limits. The first area extends south of White Rock Road. Planning Area 1 is an approximately 3,700-acre area outside the city limits and Sphere of Influence, and within unincorporated Sacramento County. This area comprises a portion of the City’s designated Area of Concern, adopted by the Sacramento Local Agency Formation Commission (LAFCo) in July 1996. Planning Area 2 extends west of Prairie City Road to Hazel Avenue/Nimbus Road. This approximately 1,900-acre area is mostly vacant land and industrial land, formerly used by the Aerojet Corporation, and a small number of residential, office, retail, and religious uses. The area includes two projects that have been approved by Sacramento County: Glenborough and Easton Place.¹

The area assessed in this Draft PEIR, termed the 2035 Plan Evaluation Area, is smaller than the 2035 General Plan Planning Area boundary set forth above. For a discussion of the rationale for the area assessed, please see Section 5.5.2 of Chapter 5, *Introduction to the Analysis*, of this Draft PEIR.

4.1.2 LAND USE DESIGNATIONS

Existing land uses are described in Section 3.6, Major Components of the 2035 General Plan, under the heading “Land Use Boundaries, Designations and Standards,” in Chapter 3, *Project Description*, of this Draft PEIR.

4.1.3 PLAN AND POLICY CONSISTENCY AND COMPATIBILITY

This section of the Draft PEIR analyzes the consistency of the proposed Folsom 2035 General Plan with existing regional land use plans and policies. CEQA Guidelines Section 15125(d) indicates that the EIR must discuss “any inconsistencies between the proposed project and applicable general plans and regional plans.” Potential inconsistencies between the proposed City of Folsom 2035 General Plan and the Sacramento Area Council of Governments’ (SACOG) Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) and the Prairie City State Vehicular Recreation Area General Plan are discussed in this chapter. Consistency of the 2035 General Plan with other regional plans are addressed in the appropriate technical chapters of this Draft PEIR. These plans and policies include those listed in Table 4-1.

¹ For an expanded discussion of Planning Areas 1 and 2, refer to Section 3.2 in Chapter 3, *Project Description*, of this Draft PEIR. The two Planning Areas are illustrated on Figure 3-2. Regarding the Draft PEIR’s assessment of environmental conditions within these two areas, see Chapter 5, *Introduction to the Analysis*.

Table 4-1 Summary of Consistency of the 2035 General Plan with Adopted Plans of Other Agencies

Planning Document	PEIR Chapter where Assessed	Consistency/ Inconsistency
Sacramento Metropolitan Air Quality Management District (SMAQMD) - Attainment and Maintenance Plans	8.0 Air Resources	Consistent
South Sacramento Habitat Conservation Plan (SSHCP)	9.0 Biological Resources	Consistent
Central Valley Regional Water Quality Control Board - Sacramento River and San Joaquin River Basin Plan	14.0 Hydrology and Water Quality	Consistent
California Department of Parks and Recreation / Bureau of Reclamation - Folsom Lake State Recreation Area / Folsom Powerhouse State Historic Park General Plan/Resource Management Plan	16.0 Public Services and Recreation Resources	Consistent with mitigation
Sacramento County - American River Parkway Plan	16.0 Public Services and Recreation Resources	Consistent with mitigation
El Dorado Irrigation District – Urban Water Management Plan	19.0 Utilities and Service Systems	Consistent
San Juan Water District – Urban Water Management Plan	19.0 Utilities and Service Systems	Consistent

Source: *Planning Partners 2018*.

The reader is referred to the respective technical sections for a discussion of any potential physical/environmental effects and potential incompatibilities that may be considered in the determination of physical environmental impacts. For example, land uses that produce excessive noise, light, dust, odors, traffic, or hazardous emissions may be undesirable when they intrude on places where people sleep and recreate, such as residences and parks. Therefore, some industrial or commercial uses (which can produce noise and odors) would not be considered compatible with residential uses, unless buffers, landscaping, or screening can be used to protect residents from health hazards or nuisances. These potential concerns or land use incompatibilities are addressed in the applicable technical chapters of this Draft PEIR.

SACOG MTP/SCS AND BLUEPRINT

SACOG is designated by federal and state governments as the Metropolitan Planning Organization (MPO) for the greater Sacramento region. As part of this responsibility, SACOG is charged with developing a regional transportation plan every four years in coordination with El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba counties and the 22 cities within those counties (excluding the Tahoe Basin).

In response to this requirement, SACOG has prepared and adopted the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (2016 MTP/SCS). According to SACOG, the 2016 MTP/SCS is an efficient plan that addresses the needs of the region’s current population of 2.3 million residents, by improving the conditions of existing roads and adding more sidewalks, bike lanes, and restoring, maintaining and expanding transit, making it possible for more people to have many choices for how they get around and live independently as they age. The 2016 MTP/SCS also plans for the future by including roads and transit projects where new houses and jobs are added to serve existing residents and new residents anticipated to move here over the next few decades. The 2016 MTP/SCS covers the period from 2012 to 2036.

Prior to preparing the 2016 MTP/SCS, SACOG prepared the Sacramento Region Blueprint, an extensive study of the linkages between transportation, land use, and air quality. The Blueprint planning effort was based upon several foundational principles of future growth and development in the region. Summarily these principles are:

- Through community design, encouraging residents to use alternative forms of transportation in lieu of driving a single-occupant automobile so that they could walk, ride bicycles, ride the bus, ride light rail, take the train, or carpool.
- Providing a variety of housing choices to meet the needs of all residents, including apartments, condominiums, townhouses, and single-family homes.
- Creating compact development patterns to encourage more walking, bicycle, or riding transit.
- Focusing development in communities with vacant land or intensifying development of underutilized land to make better use of public infrastructure, including roads.
- Building homes together with small businesses or even light industry to create active, vital neighborhoods.

The proposed 2035 General Plan has been designed to reflect the MTP/SCS principles that mitigate potential traffic-related impacts to the environment; therefore, the proposed General Plan would not conflict with the MTP/SCS. The 2035 General Plan also includes the development assumptions included in the MTP/SCS for the City of Folsom in terms of population, housing units, and employment. The City has worked closely with SACOG to ensure their commitment to the MTP/SCS and to shouldering their portion of the region's population, housing, and jobs.

At the conclusion of the Sacramento Region Blueprint planning process, SACOG prepared a Preferred Land Use Scenario map. The Blueprint map depicts a way for the region to grow through the year 2050 in a manner generally consistent with the growth principles summarized above. The map is a result of numerous public workshops and meetings with local staff and elected officials. The map is intended to be interpreted and used as a concept level illustration of the growth principles. It was developed with parcel-level data and analysis to help ensure that the growth concepts were being applied in a realistic manner. This parcel level data forms that basis for the growth projections used in the development of the 2016 MTP/SCS.

In SACOG's response to the Notice of Preparation (NOP) of an EIR for the 2035 General Plan, the agency noted that the 2035 General Plan's Land Use and Circulation Diagrams generally appear in alignment with the MTP/SCS, although SACOG stated that not enough information was contained in the NOP for an analytical comparison. (SACOG 2017) For a comparison between City of Folsom forecast growth with implementation of the 2035 General Plan and SACOG forecasts, see Table 4-7.

The development forecast used in the development of the 2035 General Plan is based on a buildout model prepared by Mintier Harnish and DKS for use in the analysis of future traffic conditions. Summarily, the buildout model forecasts full development of all planned land uses within the existing city limits, full buildout of the Easton and Glenborough projects as approved by Sacramento County, and background land use assumptions outside of the city that are consistent with the land use assumptions of SACOG's MTP/SCS. Because the MTP/SCS forecasts conditions for the year 2036, the buildout model used in this Draft PEIR interpolates 2035 conditions, the horizon year for the proposed Folsom General Plan. (For more information regarding the inputs

and assumptions of the buildout model, see Appendix D, *Folsom Holding Capacity Methodology*, of this Draft PEIR.)

SACOG's NOP comment did identify one area of potential inconsistency between the Blueprint/MTP/SCS regarding an area south of White Rock Road that is identified as being within the planning area of the 2035 General Plan. For this Draft PEIR, the referenced area is identified as Planning Area 2. For an evaluation of this topic, please refer to Growth Inducement in Section 4.2.3 of this chapter.

PRAIRIE CITY STATE VEHICULAR RECREATION AREA GENERAL PLAN

The Prairie City State Vehicular Recreation Area (PC SVRA) is located in Sacramento County, approximately 20 miles east of downtown Sacramento and 3 miles south of U.S. Highway 50 (U.S. 50). The PC SVRA lies south of White Rock Road between Sunrise Boulevard and Prairie City Road. The southwest corner of the FPASP area is located adjacent to the northeast corner of the PC SVRA, separated by the developed roadways of White Rock and Prairie City Roads. No portion of the 2035 Plan Evaluation Area immediately abuts the PC SVRA. Single family-high density, multi-family and community commercial land uses have been approved within the FPASP area by the City of Folsom in locations nearest the PC SVRA.

As identified in the 2016 PC SVRA General Plan, the area nearest the FPASP area is designated as Vernal Pool Management Use Area. As defined by the General Plan, Vernal Pool Management Use Areas includes a high concentration of vernal pools, which often provide habitat for specially adapted plants and animals, including several species listed under the California and federal Endangered Species Acts. These areas would not be open to off-highway vehicle recreation, but would provide opportunities for access to non-motorized recreation such as picnicking, wildlife viewing, and guided vernal pool interpretative hikes. Roads and trails may cross this area to facilitate egress/ingress between and connectivity with other use areas; however, their footprint should be limited to the minimum necessary to serve their intended purpose, and they should be designed and managed to avoid or minimize impacts on the resources present. According to Figure 4-2 of the PC SVRA General Plan, a parking area may be developed over a small portion of the Vernal Pool Management Use Area. (CDPR 2016)

No aspect of the proposed Folsom 2035 General Plan within the 2035 Plan Evaluation Area would interfere with the operation of the PC SVRA or conflict with the policies of the PC SVRA General Plan. A small portion of Planning Area 2 encroaches into the PC SVRA, although no developed land uses are identified in the 2035 General Plan for this area. See the evaluation of Alternative 2 in Chapter 20, *Alternatives Analysis*, of this Draft PEIR for a discussion of this issue. For an evaluation of potential noise effects on uses proposed within the FPASP area from activities at the PC SVRA, see Chapter 15, *Noise and Vibration*, of this Draft PEIR.

4.1.4 LAND USE EVALUATION

Physical environmental impacts resulting from future development under the proposed 2035 General Plan are discussed in the applicable technical chapters in this Draft PEIR. This chapter differs from other PEIR impact discussions in that only plan or policy consistency issues are discussed, as opposed to a discussion of the physical impacts on the environment that could occur with implementation of the proposed General Plan. This discussion complies with Section 15125(d) of the CEQA Guidelines, which requires EIRs to discuss potential conflicts with local or regional

plans as part of the environmental setting. Therefore, the following discussion analyzes the proposed 2035 General Plan for effects resulting in: 1) physically dividing an established community; 2) or conflicting with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed project adopted for the purpose of avoiding or mitigating an environmental effect.

PHYSICAL DIVISION OF AN ESTABLISHED COMMUNITY

The land use policies included in the Land Use Element of the proposed 2035 General Plan are based on nine themes: 1) retaining the City's identity and quality of life in a time of change, 2) developing thriving urban centers, 3) encouraging mixed use development, 4) encouraging transit-centered development to take advantage of existing opportunities, 5) supporting enhancement of Folsom's riverfront areas, 6) providing choices in housing in liveable communities, 7) providing a diverse commercial base, 8) encouraging creative and technical industries, and 9) maintaining and encouraging a high-quality built environment.

North of Highway 50, land use policies provide for strategic urban development and change that preserves existing viable neighborhoods and targets new development primarily to infill areas that are vacant, underutilized, or already entitled. Intensified mixed use development is targeted to existing commercial corridors such as East Bidwell Street or in the vicinity of existing light rail stations. For vacant parcels north of Highway 50, the General Plan has identified 453 total vacant parcels encompassing 441 acres. Of these 453 parcels, 377 are lots within existing single-family residential subdivisions totaling 163 acres, with a gross median lot size of 16,125 square feet. Of the remaining 76 parcels, the majority are designated for commercial or multi-family uses. For these uses, the total acreage is 278 acres with a gross median parcel size of 37,150 square feet.

South of Highway 50, the City is anticipating the majority of its future urban development in the Folsom Plan Area. For this area, the City has previously approved a specific plan (the Folsom Plan Area Specific Plan or FPASP). Within the FPASP area, there are a total of 3,336² acres, of which 1,118 acres would remain in open space.³ The remaining 2,218 acres would be developed with a variety of urban land uses and supporting infrastructure. The majority of the land available for new development of urban uses with implementation of the 2035 General Plan (77 percent of the citywide total or 2,218 acres) would be located within the FPASP area.

The nine cited foundational themes focus on enhancing the quality of life within Folsom through improved connectivity with other parts of the region, greater access to amenities, and greater housing and employment choices. Therefore, the proposed 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.

² The FPASP states that there are 3,513 acres within the Specific Plan area. The acreage referenced in this Draft PEIR is based on that number, less 175 acres for major roadways and 5 acres for highway interchanges. The resulting total of 3,336 acres is consistent with the GIS model developed to forecast buildout conditions for the 2035 General Plan.

³ Of the 1,118 acres of open space, 1,054 acres would consist of Measure W or qualified open space. See Chapter 3 of this Draft PEIR for a discussion of the two different types of open space.

CONFLICT WITH A HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN

A number of public entities have developed a Habitat Conservation Plan for much of south Sacramento County. The SSHCP is led by a multi-jurisdiction collaborative that includes Sacramento County; the cities of Rancho Cordova and Galt; the Sacramento County Water Agency; the Sacramento Regional County Sanitation District; and the Capital SouthEast Connector Joint Powers Authority. The HCP and a joint EIS/EIR have been released in draft form for public and agency review and comment. Public hearings of the proposed adoption of the SSHCP and its Environmental Impact Report/Environmental Impact Statement, Aquatic Resources Program, and Implementing Agreement are anticipated to take place in winter 2018, with permit issuance expected in spring 2018. (SSHCP 2017)

The City of Folsom is not a participating party in the 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. Therefore, the 2035 General Plan would not conflict with any such plans.

4.2 POPULATION, EMPLOYMENT, AND HOUSING

4.2.1 INTRODUCTION

This section describes existing levels of and trends in population, employment, and housing in the 2035 Plan Evaluation Area and Sacramento County. The discussion identifies Folsom 2035 General Plan development assumptions and analyzes projected increases in population, employment, and housing in relation to planned buildout of the Plan Evaluation Area under the 2035 General Plan.

No comments were received in response to the NOP concerning population, employment, and housing. Potential environmental impacts associated with increased development densities are addressed in the applicable technical sections of this Draft PEIR. The potential for the project to induce substantial growth by concentrating population growth away from areas with available infrastructure and urban services is addressed in Section 4.2.3 of this chapter.

4.2.2 SETTING, DEVELOPMENT ASSUMPTIONS, AND PROPOSED GENERAL PLAN POLICIES

ENVIRONMENTAL SETTING

Information regarding historical and forecast population, employment, and housing for the City of Folsom is presented in this section.

Population Change

Table 4-2 shows the long-term historic population trends for the City of Folsom. Since the 1950s, Folsom has been a rapidly growing city. Since 1950, the city experienced its largest average annual growth rates (AAGR) from 1950 to 1960 (8.8 percent) and from 1980 to 1990 (10.5 percent). However, in the last two decades the average annual growth rates have been decreasing (5.7 percent in 2000 and 3.4 percent in 2010).

Table 4-2 Historical Population Change, City of Folsom, 1950 to 2010

Year	Population	Change	AAGR
1950	1,690	-	-
1960	3,925	2,235	8.8%
1970	5,810	1,885	4.0%
1980	11,003	5,193	6.6%
1990	29,802	18,799	10.5%
2000	51,884	22,082	5.7%
2010	72,203	20,319	3.4%

Note: The boundaries of incorporated cities are not constant and population change over time in a given place reflects not only population growth, but a change in the area of an incorporated city.

Source: DOF, Table 2a Historical Census Populations of California State, Counties, Cities, Places, and Towns; 2010 Census.

Table 4-3 compares Folsom with Sacramento County and California for total population, number of households, population in households, population in group quarters, and average household size (for the population in households) in 2000 and 2010. It also shows the AAGR from 2000 to 2010 for these figures.

Table 4-3 Population and Household Trends, 2000-2010

	City of Folsom			Sacramento County			California		
	2000	2010	AAGR (2000-2010)	2000	2010	AAGR (2000-2010)	2000	2010	AAGR (2000-2010)
Population	51,884	72,203	3.4%	1,223,499	1,418,788	1.5%	33,871,648	37,253,956	1.0%
Households	17,196	24,951	3.8%	453,602	513,945	1.3%	11,502,870	12,577,498	0.9%
Household Population	44,940	65,243	3.8%	1,198,004	1,395,001	1.5%	33,051,894	36,434,140	1.0%
Group Quarters Population	6,944	6,960	0.0%	25,495	23,787	-0.7%	819,754	819,816	0.0%
Persons Per Household	2.61	2.61	-	2.64	2.71	-	2.87	2.90	-

Sources: 2000 and 2010 U.S. Census.

As shown in the table, the AAGR for population in Folsom between April 1, 2000, and April 1, 2010, was 3.4 percent. At this rate, the population of Folsom grew by over 39 percent in the ten-year period from a population of 51,884 in 2000 to 72,203 in 2010. Folsom's population growth rate was more than twice the rate of growth experienced by Sacramento County for this time period and over three times that of California (1.5 percent and 1.0 percent, respectively).

A household is defined as a person or group of persons living in a housing unit, as opposed to persons living in group quarters, such as Folsom Prison (figures for households and group quarters are shown separately in Table 4-3). Folsom's household growth rate of 3.8 percent was higher than its population growth rate from 2000 to 2010.

Average household size is determined by the number of people living in households divided by the number of occupied housing units in a given area. In Folsom, the 2000 average household size was 2.61 persons, slightly lower than the county average of 2.64 persons and the statewide average of 2.87 persons. According to the 2010 Census, average household size in Folsom remained the same in 2010, while the average household sizes in the county and state increased slightly.

According to the U.S. Census, the total group quarters population in the city was 6,960 in 2010. The group quarters population consists mainly of the Folsom Prison population and residents of other group quarter facilities such as nursing care facilities. Data from the California Department of Corrections and Rehabilitation shows that the populations at Folsom Prison and California State Prison (located adjacent to the Folsom Prison) have decreased slightly from a combined 6,913 inmates on March 31, 2000 to 6,666 inmates on March 31, 2010.

Annual Population and Household Change: 2000 to 2012

Table 4-4 shows the Department of Finance’s estimated population and occupied housing units (equivalent to the number of households) for Folsom for each year from 2000 to 2012. As shown in the table, annual population and household growth rates generally slowed between 2000 and 2007, and then increased in 2008 and again in 2010. Growth rates slowed in 2011, reaching the lowest point since 2000, before increasing slightly in 2012.

Year	Population			Households		
	Number	Change	Percent Change from Previous Year	Number	Change	Percent Change from Previous Year
2000	51,884	–	–	17,968	–	–
2001	56,823	4,939	12.9%	19,690	1,722	13.0%
2002	59,206	2,383	4.2%	20,556	866	4.4%
2003	62,389	3,183	5.4%	21,870	1,314	6.4%
2004	64,285	1,896	3.0%	22,649	779	3.6%
2005	66,242	1,957	3.0%	23,390	741	3.3%
2006	67,762	1,520	2.3%	24,191	801	3.4%
2007	68,925	1,163	1.7%	24,832	641	2.6%
2008	70,597	1,672	2.4%	25,483	651	2.6%
2009	71,051	454	0.6%	25,657	174	0.7%
2010	72,203	1,152	1.3%	26,109	452	1.4%
2011	72,393	190	0.3%	26,226	117	0.4%
2012	72,725	332	0.5%	26,336	110	0.4%

Note: AAGR for 2000-2001 and 2010-2011 calculated for .75-year period (April 1, 2000 to Jan. 1, 2001; April 1, 2010 to January 1, 2011). AAGR for 2009-2010 calculated for a 1.25-year period (January 1, 2009 to April 1, 2010).

Source: DOF, *City/County Population and Housing Estimates, January 1, 2010 and January 1, 2012 (Table E-5)*.

Housing Inventory and Supply

Table 4-5 shows comparative data on the housing stock in Folsom, Sacramento County, and California in 2000 and 2010. The table shows the total housing stock in each area according to the type of structures in which units are located, total occupied units, and vacancy rate.

As shown in Table 4-5, single family detached housing units account for the overwhelming majority of housing in Folsom in 2010. At 70.9 percent of the total housing units, single family detached units in Folsom make up a much larger proportion of the total than in the state overall, where only 58.2 percent of all units are single family detached. With 64.3 percent single family detached units, Sacramento County has a substantially higher proportion of single family detached units than California as a whole, although less than in Folsom.

Multifamily housing with five or more units makes up the next largest segment of Folsom’s housing stock, comprising approximately 17.8 percent of the total in 2010. The number of multifamily units in this category almost doubled between 2000 and 2010. Although this is the second largest segment of housing in the city, Folsom still has a smaller percentage of multifamily housing (including both the “2 to 4 units” and “5 plus” categories) than Sacramento County and California.

Table 4-5 Housing Stock by Type and Vacancy, City of Folsom, 2000 and 2010

Year	Total Units	Single Family		Multifamily		Mobile Homes	Occupied	Vacancy Rate	
		Detached	Attached	2 to 4	5 plus				
City of Folsom									
2000	Number	17,968	13,443	635	627	2,402	861	17,196	4.3%
	Percent	100.0%	74.8%	3.5%	3.5%	13.4%	4.8%	95.7%	–
2010	Number	26,109	18,516	805	1,251	4,636	901	24,951	4.4%
	Percent	100.0%	70.9%	3.1%	4.8%	17.8%	3.5%	95.6%	–
Sacramento County									
2000	Number	474,814	297,063	32,245	36,309	93,713	15,484	453,602	4.5%
	Percent	100.0%	62.6%	6.8%	7.6%	19.7%	3.3%	95.5%	–
2010	Number	555,392	357,248	34,749	44,929	104,226	14,780	513,945	7.6%
	Percent	100.0%	64.3%	6.3%	8.1%	18.8%	2.7%	92.5%	–
California									
2000	Number	12,214,550	6,883,107	931,928	1,024,896	2,804,931	569,688	11,502,871	5.8%
	Percent	100.0%	56.4%	7.6%	8.4%	23.0%	4.7%	94.2%	–
2010	Number	13,670,304	7,959,059	966,437	1,110,623	3,076,511	557,674	12,568,167	8.1%
	Percent	100.0%	58.2%	7.1%	8.1%	22.5%	4.1%	91.9%	–

Source: California Department of Finance (DOF), Official State Population and Housing Estimates, January 1, 2012 (Table E-5)

Employment Change: 2000 to 2010

Table 4-6 shows employment by industry in Folsom and Sacramento County in 2000 and 2010. The number of employed persons 16 years of age and older in Folsom grew from approximately 23,465 in 2000 to 30,535 in 2010. The educational services, health care, and social assistance industry employed the highest number of Folsom residents (4,755) in 2010; however, the percentage of jobs in this industry actually declined from 16.3 to 15.6 percent from 2000 to 2010. The greatest increase in employment was in professional, scientific, management, administrative, and waste management services, which increased by 59.3 percent from 2000 to 2010. Other major industries in Folsom include finance, insurance, real estate, rental, and leasing (12.5 percent); manufacturing (11.5 percent); public administration (11.1 percent); and retail trade (9 percent).

Since 1984, the Intel Corporation has played a major role in the employment of Folsom residents, as well as residents from surrounding communities in the Sacramento region. Intel is the largest private industry employer in Folsom. As of 2011, the company employed approximately 6,700 employees at its Folsom branch. Intel has been growing and has almost as many employees now as it did in early 2008 before hundreds of employees were laid off as part of a global restructuring of the company. Intel has influenced much of Folsom’s technology growth that has attracted businesses from afar. Today Folsom includes many high-tech firms ranging from small companies to large international corporations. The city boasts a growing technology employment cluster that includes over 15 companies in the Technology Integrator, Clean Technology, Technology, and Medical Technology sectors.

Table 4-6 Employment by Industry, 2000 and 2010

Industry	Folsom				Sacramento County			
	2000		2010		2000		2010	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Civilian employed population 16 years and over	23,465	100.0%	30,535	100.0%	545,925	100.0%	625,894	100.0%
Agriculture, forestry, fishing, hunting, and mining	271	1.2%	34	0.1%	3,890	0.7%	3,771	0.6%
Construction	1,335	5.7%	1,800	5.9%	37,223	6.8%	46,938	7.5%
Manufacturing	3,157	13.5%	3,513	11.5%	39,115	7.2%	36,492	5.8%
Wholesale trade	896	3.8%	690	2.3%	18,741	3.4%	18,389	2.9%
Retail trade	2,477	10.6%	2,756	9.0%	62,702	11.5%	69,779	11.1%
Transportation and warehousing, and utilities	814	3.5%	1,110	3.6%	25,280	4.6%	30,330	4.8%
Information	727	3.1%	695	2.3%	20,910	3.8%	15,996	2.6%
Finance and insurance, and real estate and rental and leasing	2,487	10.6%	3,820	12.5%	46,715	8.6%	49,506	7.9%
Professional, scientific, and management, and administrative and waste management services	2,805	12.0%	4,467	14.6%	56,352	10.3%	72,752	11.6%
Educational services, and health care and social assistance	3,833	16.3%	4,755	15.6%	100,629	18.4%	128,735	20.6%
Arts, entertainment, recreation, accommodation and food services	1,192	5.1%	2,144	7.0%	38,835	7.1%	52,713	8.4%
Other services, except public administration	907	3.9%	1,348	4.4%	28,273	5.2%	30,891	4.9%
Public administration	2,564	10.9%	3,403	11.1%	67,260	12.3%	69,602	11.1%

Source: U.S. Census 2000 and 2006-2010 American Community Survey 5-year Estimates.

FOLSOM 2035 GENERAL PLAN UPDATE DEVELOPMENT ASSUMPTIONS

To estimate the amount of growth that is anticipated to occur within the 2035 Plan Evaluation Area between now and 2035, the City considered a range of factors, including the physical capacity of the General Plan Land Use Diagram, the projected growth in the SACOG region, the specific policy directions in the General Plan, and socioeconomic trends. The results of this analysis include forecasts of the number of new residences, amount of new employment, and increase in population.

The 2035 General Plan includes assumptions for the amount of growth that will occur within the Plan Area by 2035. As shown in Table 4-7, the 2035 General Plan assumes that the city will grow to approximately 110,408 residents, and that approximately 65,273 people will be employed in the city. A total of 43,247 housing units would be occupied in 2035. Population projections were derived from SACOG’s MTP/SCS forecast, released by SACOG in February 2016. (SACOG 2016; Mintier Harnish 2017) These projections, which were prepared at the regional level, were later revised by the City to reflect local information sources on planned and approved projects, updated market data, input from the development community, anticipated development patterns, and available land.

Table 4-7 Projected Change in Folsom with Implementation of the 2035 General Plan – 2017 to 2035

	2017	2035	Buildout	SACOG 2036 Forecast
Total acreage ¹	13,437	17,431	17,431	—
Dwelling units ²	27,997	38,324	43,247	38,850
Population ³	78,525	103,110	110,408	104,698
Employment ¹	35,800	48,970	65,273	49,541

Notes:

- (1) 2017 numbers provided by Mintier Harnish (2017)
- (2) 2017 numbers provided by California Department of Finance (2017)
- (3) 2017 numbers derived from TAZ data provided by DKS (2017)

Sources: Mintier Harnish 2017; SACOG 2016.

CITY OF FOLSOM HOUSING ELEMENT

The City of Folsom 2012-2021 Housing Element was adopted by the City Council on October 22, 2013. The Housing Element first evaluates the city’s housing conditions and needs, then provides an inventory of vacant residential land available to meet that need. At the heart of the Housing Element, however, are the goals, policies, and programs, which would guide City investments and land use decisions to address future development and existing needs. Organized under seven key themes, the goals and policies demonstrate the City’s commitment to meeting the housing needs of all its residents. The following goals and policies from the approved Housing Element are relevant to population, employment, and housing within the 2035 Plan Evaluation Area.

Housing Element

Goal H-1. To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

Policy H-1.1. 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.

Policy H-1.2. The City shall endeavor to designate future sites for higher-density housing near transit stops, commercial services, and schools, where appropriate and feasible.

Policy H-1.3. The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.

Policy H-1.4. The City shall support the development of second units on single-family parcels.

Policy H-1.5. The City shall use the planned development permit process to allow and encourage the development of small and irregular shaped parcels for residential development.

Policy H-1.7. The City shall encourage the consolidation of small residential lots into larger lots to accommodate higher-density development.

Policy H-1.8. The City shall strive to create additional opportunities for mixed-use and transit-oriented development.

Policy H-2.6. The City shall continue to provide greater flexibility in site design and development standards for multifamily housing by applying the planned development permit process.

Policy H-2.7. The City shall educate the community on the needs, the realities, and the benefits of affordable and high-density housing.

Goal H-3. To facilitate affordable housing opportunities to serve the needs of people who live and work in the community.

Policy H-3.3. The City shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.

Proposed General Plan Policies

The following goals and policies from the proposed 2035 General Plan Update are relevant to population, employment, and housing within the 2035 Plan Evaluation Area.

Land Use Element

Policy LU 1.1.11: Vacant and Underutilized Sites. Monitor residential and non-residential development and make adjustments as necessary to the amount of land designated for various uses and the rate of project approvals to promote a reasonable citywide balance between new employment-generating development and housing development.

Policy LU 1.1.2: Infill Development. Coordinate with the real estate development community to encourage infill development in key parcels north of U.S. Highway 50. Infill development should follow these guidelines:

1. *Respect the local context.* New development should improve the character and connectivity of the neighborhoods in which it occurs. Physical design should respond to the scale and features of the surrounding community, while improving critical elements such as transparency and permeability.

2. *Work with neighbors.* Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood input while fulfilling the community's larger goals for walkability and compact development.

Policy LU 1.1.5 SACOG Blueprint Principles. Strive to adhere to the Sacramento Regional Blueprint Growth Principles.

Goal LU 3.1. Encourage mixed-use development projects that create vibrant, walkable districts.

Policy LU 3.1.1: Mixed-Use Nodes - Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail developments along corridors.

Policy LU 3.1.2: Districts and Corridors. Encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create distinct and unique areas of the city.

Policy LU 3.1.3: Mixed-Use Design. Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor spaces adjacent to sidewalks.

Policy LU 3.1.5: East Bidwell Street. Encourage new development along East Bidwell Street by creating a stronger mixed-use development pattern, both horizontal and vertical, with an emphasis on medium- and higher-density housing, while also addressing local and citywide demand for retail and services.

Policy LU 3.1.6: Central Commercial District. Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road.

Policy LU 3.1.7: Creekside District. Encourage development of a medical and assisted living district centered around Mercy Hospital Folsom and East Bidwell Street that includes a mix of uses, including medical offices, housing, and related retail and service uses.

Policy LU 3.1.8: College District. Encourage development of a vibrant, walkable district centered around Folsom Lake College and East Bidwell Street that includes student and faculty housing, retail, and daily service uses for students, faculty, and staff.

Goal LU 4.1. Establish transit-supported mixed-use districts near rapid transit stations that support the needs of commuters, residents, employees, business-owners, and patrons.

Policy 4.1.2: Mix of Uses Near Station. Encourage new development around transit stations that mix retail with a variety of housing and employment options to transform Folsom stations into destinations that take advantage of public investment in transit.

Goal LU 6.1. Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

Policy LU 6.1.1: Complete Neighborhoods. Encourage the establishment of “complete neighborhoods” that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities.

Policy LU 6.1.3: Efficiency Through Density. Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.

Goal LU 8.1. Encourage, facilitate, and support the location of office, creative industry, technology, and industrial uses and retention of existing industry in appropriate locations.

Policy LU 8.1.1: Industrial Expansion. Promote and assist in the maintenance and expansion of Folsom’s employment sector in areas where services are readily available, including: adequate water, wastewater, and storm drainage facilities as well as easy access to multiple modes of transportation.

Policy LU 8.1.3: Clusters. Encourage complementary businesses and businesses from the same industry to locate in Folsom. These business clusters will benefit from shared resources, a pool of skilled employees, secondary support industries, and concentrated marketing efforts.

4.2.3 POPULATION, EMPLOYMENT, AND HOUSING EVALUATION

GROWTH INDUCEMENT

CEQA Guidelines Section 15126.2(d) requires that an EIR identify any growth-inducing impacts that may result from a project. The CEQA Guidelines define a growth-inducing impact as:

...the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth... It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Induced growth as defined in this section of CEQA includes the direct employment, population, or housing growth of a project as well as the secondary or indirect growth accompanying direct growth. New employees from commercial development and new population from residential development represent direct growth, and induce additional economic activity in a given area from the increase in aggregate spending generated as purchases of goods and services. New employment also adds to the demand for local housing, although since all persons employed in a given community will not necessarily live in that community, this housing demand increase will tend to be less than the increase in employment. A project can induce growth by lowering or removing infrastructure barriers to growth, improving transportation access to an area, introducing a new use into an area, or by creating an amenity such as tourist-oriented facilities that attract new population or economic activity.

Employee/Residential Growth

Table 4-7 sets forth the growth in residences, population, and employment that are forecast to occur between 2017 and 2035 with implementation of the 2035 General Plan. The table also provides 2036 forecasts developed by SACOG in preparation of the MTP/SCS. Comparing the 2035 General Plan forecasts with those prepared by SACOG indicates that the number of residences, population, and employees that in all cases, implementation of the 2035 General Plan would be consistent with, or slightly below regional forecasts for Folsom. Thus, implementation of the 2035 General Plan would not induce growth or development beyond that identified for the region.

The proposed 2035 General Plan includes several goals and policies that encourage a balance between jobs and housing, including policies within the Land Use Element that encourage compact development patterns, support for infill, mixed use, and transit oriented development under goals LU-1.1, 3.1, 4.1, and 6.1.

Infrastructure Barriers

As evaluated in Chapter 16, *Public Services and Recreation*, and Chapter 19, *Utilities and Service Systems*, of this Draft PEIR, public and private infrastructure within the city of Folsom would be sized to accommodate the land uses identified in the 2035 General Plan. To the extent that planned infrastructure would support future land uses within the 2035 Plan Evaluation Area, such uses are planned uses within the 2035 General Plan. The environmental effects of these planned, future uses are assessed in Chapters 6 to 19 of this Draft PEIR.

Several utility providers that would serve the 2035 Plan Evaluation Area also serve a larger area than Folsom. These regional providers include the City of Folsom (water), San Juan Water District (water) El Dorado Irrigation District (water/wastewater), Sacramento Regional County Sanitation District/Sacramento Area Sewer District (wastewater), Sacramento Municipal Utility District (electricity). Additionally public utilities such as the Pacific Gas and Electric Company serve the 2035 Plan Evaluation Area and the greater region surrounding Folsom. In each case, the cited service providers and utilities base the capacity of their infrastructure on the adopted plans of local agencies such as the City of Folsom. While utility upgrades may be necessary to serve regional needs, including those posed by future development within Folsom consistent with the 2035 General Plan, based on the assessments completed for Chapters 16 and 19, no upgrades are necessary to serve only future Folsom development, nor would Folsom development be the cause of the extension of infrastructure into areas not planned for future urban development under adopted land use plans of other agencies. The only exception to this is wastewater transmission and treatment improvements that must be completed by EID to serve a small portion of the Folsom Plan Area south of Highway 50. See Chapter 19 for an evaluation of this necessary infrastructure. Similar to services provided by the City of Folsom, most of the necessary modification and expansion of infrastructure provided by regional utilities is intended to serve planned growth. To the extent that such growth would be located within or adjacent to the 2035 Plan Evaluation Area, the environmental effects of these planned, future uses are assessed in Chapters 6 to 19 of this Draft PEIR.

Transportation Access

No new transportation facilities other than those necessary to accommodate increases in traffic or public transit usage engendered by future development consistent with the 2035 General Plan are proposed. See Chapter 3, *Project Description*, Section 3.6 and Figure 3-4 of this Draft PEIR for a discussion of proposed transportation facilities. Detailed information regarding existing and

proposed transportation infrastructure is set forth in Chapter 17, *Transportation and Circulation*, of this Draft PEIR.

New Land Uses and Administrative Barriers

As set forth in Table 3-4, *Acreage by Land Use Type*, in Chapter 3 of this Draft PEIR, the 2035 General Plan does not meaningfully expand the developed area of the City of Folsom beyond that already planned in the City's adopted 1988 General Plan as amended. While the relative area allocated to different types of land uses changes between the 1988 and the 2035 General Plans, the overall area of the city would expand by only five acres. Within the area to be developed, the largest area of change would be a significant decrease in the amount of land allocated to commercial uses, and concurrent increases in the land designated for mixed uses and industrial/office uses.

A NOP comment submitted by SACOG did identify one area of potential inconsistency between the Blueprint/MTP/SCS and the 2035 General Plan that could be considered growth inducing. The comment refers to an area south of White Rock Road that is identified as being within the planning area of the 2035 General Plan. For this Draft PEIR, the referenced area is identified as Planning Area 2. See Figure 3-2.

Planning Area 2 comprises a portion of the City's designated Area of Concern, adopted by the Sacramento LAFCo in July 1996 (LAFCo 1996). Planning Area 2 consists largely of grazing land, but also includes gravel quarries and a portion of the Prairie City State Vehicular Recreation Area. The Sacramento County 2030 General Plan designates this area as General Agriculture. Planning Area 2 also makes up a portion of an area designated as "Vacant Urban Designated Lands (2050)" in SACOG's Sacramento Region Blueprint - Preferred Blueprint Scenario. As set forth in the Preferred Blueprint Scenario, through the year 2050, urban growth in Folsom will occur on vacant land within the current city limits (including the Folsom Plan Area Specific Plan area) with small areas of existing urban uses being redeveloped with more intense mixed uses (SACOG 2004). Under the SACOG's Preferred Blueprint Scenario, the area designated as Vacant Urban Designated Lands, including lands within Planning Area 2, would not be developed until after the year 2050.

The horizon year of the proposed Folsom General Plan is 2035. Therefore, consistent with SACOG's Preferred Blueprint Scenario, the 2035 General Plan does not assign any land uses or policies to Planning Area 2, other than a policy reference regarding relocation of the City's Corporation Yard.⁴ Thus, identification of this area in the 2035 General Plan would not be considered to be growth inducing.

Conclusion

Based on an evaluation of the 2035 General Plan for the foregoing measures of growth, implementation of the Plan would not be growth inducing. The 2035 General Plan would not induce housing, population, or employment growth within the City of Folsom beyond levels identified in regional plans. Since 2035 General Plan proposed utility and transportation improvements would be sized to serve existing and planned land uses in the City of Folsom,

⁴ The Sacramento LAFCo is currently processing an application by the City of Folsom and others to amend the City's Sphere of Influence to include a 58-acre area at the southwest corner of Prairie City Road and White Rock Road. If Sacramento LAFCo approves the Sphere of Influence Request, the City will pursue amendment of the City's 1988 General Plan and Zoning Map, and submit a request to LAFCo to annex the area. Upon completion of these entitlements, the City could construct a relocated Corporation Yard at this location.

implementation of the 2035 General Plan would not lower any existing infrastructure barriers to growth. The 2035 General Plan does not meaningfully expand the developed area of the city beyond the existing boundaries or substantially intensify the types or magnitudes of land uses within the 2035 Plan Evaluation Area.

DISPLACEMENT OF EXISTING HOUSING RESOURCES OR SUBSTANTIAL NUMBERS OF PEOPLE

No aspect of the 2035 General Plan would have the potential to result in the displacement of existing housing resources or substantial numbers of persons. North of Highway 50, land use policies provide for strategic urban development and change that preserves existing viable neighborhoods and targets new development primarily to infill areas that are vacant, underutilized, or already entitled. Intensified mixed use development is targeted to existing commercial corridors such as East Bidwell Street or in the vicinity of existing light rail stations. For vacant parcels north of Highway 50, the General Plan has identified 453 total vacant parcels encompassing 441 acres. Of these 453 parcels, 377 are lots within existing single-family residential subdivisions totaling 163 acres, with a gross median lot size of 16,125 square feet. Of the remaining 76 parcels, the majority are designated for commercial or multi-family uses. For these uses, the total acreage is 278 acres with a gross median parcel size of 37,150 square feet.

South of Highway 50, the City is anticipating the majority of its future urban development in the Folsom Plan Area. Other than several existing residences, there are no housing resources of substantial numbers of people currently dwelling in the FPASP area. Within the FPASP area, there are a total of 3,336 acres, of which 1,118 acres would remain in open space. The remaining 2,218 acres would be developed with a variety of urban land uses and supporting infrastructure. The majority of the land available for new development of urban uses with implementation of the 2035 General Plan (77 percent of the citywide total or 2,218 acres) would be located within the FPASP area.

Because the majority of the development forecast to be constructed with implementation of the 2035 General Plan would be sited within the FPASP area where there are no existing substantial housing resources or residents, there would be no displacement of persons or dwellings in this area. For the area north of Highway 50, most of the planned new development would take place within existing subdivisions or isolated vacant parcels within existing neighborhoods. In these cases, the planned residential uses would match the intensity and use of existing neighboring land uses, and no displacement of persons or existing dwelling units would occur. In areas where redevelopment is planned to occur in support of mixed land uses, the underlying land use in most cases is not residential. Rather, underlying land uses typically consist of various types of commercial, office, and public uses. Additionally, the 2035 General Plan contains policies regarding the conservation of existing communities adjacent to mixed use development. Furthermore, as set forth in the 2035 General Plan⁵, mixed use and transit oriented development should contain a residential component. For these reasons, implementation of the 2035 General Plan would not result in the displacement of substantial numbers of persons or housing resources.

⁵ Policies LU 3.1.5, LU 3.1.8, and LU 4.1.2.

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