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Okay, hi everyone. This is Desmond Parrington, planning manager with the city of Folsom.

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Thank you for all for attending this meeting. This is the city of Folsom's.

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Scoping meeting on the involving the project. With the amendments to our general plan and Folsom Plan Area Specific Plan.

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For increased residential capacity. Just a few housekeeping items. Next slide.

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So I just, you know, the video and audio are disabled by default. At the end of the presentation, you, are going to have an opportunity to provide oral comments.

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You could also ask any clarifying questions. I'm either orally or you can submit them in the question and answer box at the bottom of your screen.

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There. We are going to be recording this, to make sure that we can,

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Record everyone's, comments. And include those as part of the. Environmental impact report process.

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So again, the purpose of the meeting and the agenda tonight is really to go over. This, project, this is our cities project to increase residential capacity.

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In key target areas of the city. We're going to be explaining on. Alright, why we are doing an environmental review, that's to satisfy the California Environmental Quality Act.

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We're gonna provide information on the range of environmental issues that will be included in. On the subsequent environmental impact report.

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And the reason it's called a subsequent environmental impact report is because we're building off of environmental impact.

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Reports that were done previously. For our general plan, which is adopted in 2018 and for the Folsom plan area specific plan, which is adopted back in 2,011.

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We're looking to get public comments, particularly on whether we have the the right environmental issues or if there are other environmental issues that we should be looking at as part of the EIR.

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So tonight I'm going to provide an overview of the project. And then our consultant team at Ensense Environmental, led by our, is going to go over the California Environmental Quality Act and the process involving the supplemental or sub-site subsequent environmental impact report.

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And then we'll discuss how to comment on this.

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So some background about this project. So in 2021, the city adopted, a new housing element.

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So a housing elements part of the city's general plan and the general plan is really kind of our overall master plan for.

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For growth and development within the city. And as part of the housing element process, the state.

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Says to every region They set a target for how much we're supposed to grow. And then each region then divides that up by city and county.

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So our target, our share of the regional housing need. Or RNA, reason, housing, needs allocation was.

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Over 6,363 housing is of which over 3,500 need to be affordable to lower income.

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And when I talk about lower income households, what I mean is households that earn 80% or less of the area.

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Meeting income. So if you talk about a household with 2 persons, you're talking about an income of 6 or roughly around \$60,000 or less.

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So, state law. The city is required to ensure that we have enough. Land that has the correct zoning to allow for, for housing development and, in the state.

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Is particularly interested in. How they develop for lower income households. Which is, typically involves the construction of a part.

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So we have a specific program in our housing element. Which, requires the city to look at.

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And increase our densities in certain targeted areas to make sure that we have the capacity to absorb these 6,000 units and in particular the 3,500 affordable units that we were talking about.

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It doesn't say that we have to build those units per say. So this is not actual about physical.

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This project is really about making sure that we have enough land in the city that has the correct, zoning that would allow for that type of Next slide.

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So what I talk about the targeted areas. The, areas that I'm referring to are the East Bidwell Corridor, which goes from, middle school all the way down to the Highway 50 corridor.

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And there's a couple of different sub districts or sub areas within that, including the central commercial district.

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Or central business district, the Creekside district and the College/Broadstone District. In addition, we're looking at 2 of our light, the areas around 2 of our light rail stations, the Glenn station and the Iron Point Station.

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We are not looking at the historic district station just because that's in the historic district area and there's kind of unique historic preservation issues.

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There. Finally, we're also looking at the full some plan area south of Highway 50 and in particular in the Folsom town center, which is designed to be kind of the heart of that area, the gathering place.

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In that area with, you know, housing and shops and retail and and, and offices and so forth.

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So when we talk about increasing the residential capacity. What we're talking about is amendments to our existing general plan and our zoning, code to essentially establish a minimum density.

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Of 30 dwelling units per acre. And a maximum floor area ratio. In those areas, we would also be establishing a transit development overlay.

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An overlay is like an extra layer of zoning. That's used in certain areas of the city.

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So we have, we already have, in the general plan there's an overlay along the east been well corridor we would be doing the same thing around our Glen and Iron Point light rail stations.

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When I talk about floor air ratio, next slide please.

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What I mean by floor area, this may be a new term to many of you, but it's, really a measure of how much space the building takes up of the site.

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So, as an example, a 4 area ratio of point 5. Means that half the site is taken up with a one story building.

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Or a fourth of the site is taken up by a 2 story building. Similarly with the FAR of 1.5.

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That means that half the site is taken up with the 3 story building or the whole side is taken up with a one story building that has a kind of a step back in a second floor on there.

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So it's a little bit more. It's a more useful tool for builders and developers and for planners because it also provides some certainty to the community.

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What form you're gonna get, whereas density is just kind of a number and density doesn't really help you.

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When you're looking at the form or shape of the building. Next slide. So we've developed.

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Estimates about the capacity for the different areas of the city. And overall, what this would be doing would be adding about 4,000 new units.

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In those areas. What the other thing I wanted to mention is that in addition to the target, Florida area ratio in other words kind of the building form.

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There will also be height limits in these areas to make sure that the height isn't overwhelming on the surrounding, surrounding development.

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But as you can see the different areas, including the sub areas. Have, have estimates.

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Of the amount of capacity. For development that they would have. Now this doesn't mean that this development is going to happen right away.

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This is likely going to be over the next couple of decades, but we do have to plan for this growth.

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The other thing, that I wanted to point out, particularly along the East Midlands corridor, because that is a commercial corridor.

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Is that it doesn't mean that commercial development will be prevented. Or that they won't be able to do improvements or to expand.

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What it does do, it gives them the additional option that if their commercial development isn't successful and they want to close it.

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Then they could potentially add housing there or If they didn't need all of their parcel or their lot, they could in addition to their commercial business, they could also develop.

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Develop housing there. So it gives more flexibility. In that area, it also provides the opportunity to have built-in consumers that can help ensure that the retail.

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Doesn't decline and we don't have the continued retail turnover that we do in, in parts of the East.

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Next slide. Now we're also looking at the full some plan area and looking at a number of amendments to the to the specific plan there.

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What we'd be doing in that area would be we'd be changing the, the zoning.

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From in many cases from commercial or office. Got it into how to allow for housing. And I'll, show this.

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In more detail on the map on the following page, but we're looking at. On 3 sites that we would be rezoning to allow, a lot more housing there.

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And then we'd also be, in the town center, looking at increasing the number of dwelling units allowed there and increasing the density to get more people into the town center so that they're close to jobs services and the plan transit that will be there.

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And then also so they can support the retail, the shopping that's planned there as well.

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Outside of the, the town center area. We would be, increasing the overall number of dwelling units as well.

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And then finally, we're working with the landowners there to deed restrict almost 900.

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Affordable housing units to make sure that we have affordable housing down in the plan area as well. And this is on top of the, the housing that's being the affordable housing that's being built there right now.

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Such as the Mangini Ranch apartments. Next slide. So on this map, you can see the various sites, that are involved.

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Many of these already have residential. Zoning and there would allow for. Housing and apartment development.

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But, in the case of lots 2. Lot 15. And lot 2 33 are we'd actually be changing the zoning there to allow for housing development.

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So in terms of the proposed project, we'd be amending the general plan. To create a new transit overlay.

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A transit development overlay. And that would allow for. Taller buildings in the range of 4 or 5 stories.

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It would allow for, more denser development. So that it's near light rail and they can use light rail.

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You may be aware that, our light rail service is expected to improve from 30 min to 15 min.

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In the next year or 2. And so that will, increase, the the frequency and hopefully the use of light rail.

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In addition to that, we're going to modify the existing mixed use overlay that goes across the East Bidwell.

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That again would allow for 3 to 4 story development. And, would allow for, higher density in that area.

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And then in our zoning code, we would establish similar zoning overlays as well. Just to back up a little bit.

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So the general plan, as I mentioned earlier, is kind of like the city's. Overall plan for.

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For growth and development over the long term. It deals with, land use and development at a very high level.

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So it will identify things like overall, overall density. And the floor area ratio, the zoning code gets into much more detail about how tall buildings can be.

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Where the building can be on the site. How much parking is required and so forth.

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So the goal of all this is to increase opportunities for multi-family or essentially, apartment.

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Apartment development within Folsom to meet our requirements under the housing element and under state law. Similarly down in the town center, we're gonna also be amending the existing town center.

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Overlay. To again, increase heights and increase density. And then we're gonna be changing some of the land use designations down there to allow for more, apartment development.

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The reason we're doing it in these specific areas was because the city council directed staff to focus on these areas in the general plan.

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And because they did not want to see the situation that we ran into back in the early 2,000 where we were having to go into more established areas and do rezoning because we wanted to essentially protect existing single family.

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Neighborhoods, from this type of higher density, development and put it along. Key areas like commercial corridors where it was near either bus or light rail transit and where it was near either existing or planned shopping and jobs.

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So overall, this would create the capacity for about 6,000 housing units. In Folsom.

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And again, we don't expect this to happen all at once. This would happen over, we expect a couple of decades.

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But it would ensure that the city is well positioned to meet its current, regional housing needs targets as well as those, in the next cycle.

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So the housing element is done every 8 years. The first cycle that we're in or the cycle that we're in right now covers between 2021 and 2029.



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We will get a new allocation starting in 2029. So we're planning ahead for that as well.

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Excellent.

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So I'm gonna hand it over to Kari and she's gonna walk you through the California Environmental Quality Act and the EIR process.

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Specific to to this project. Thank you, Kari.

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Good evening, everyone. So I'm gonna walk us through CEQA for this project and wanted to start out with just going over what is SQA and what is the purpose of CEQA.

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So first off, CEQA is state legislation that requires a lead agency in this case the city to evaluate a project environmental effects and then reduce any significant effects where it's feasible.

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CEQA is and of itself a public disclosure legislation, which means that there are several opportunities for public involvement as part of this process.

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One of them being this scoping meeting this evening. CEQA also requires lead agencies to have informed decision making, which means that they're also going to weigh the environmental impacts for project in addition to any social or economic benefits.

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Next slide. So this project we're going to be preparing a environmental impact report or an EIR.

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And what is an EIR? It is a specific document that discloses the potential effects of a proposed project on the environment and then identifies any specific.

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Mitigation measures in order to reduce those effects. CEQA also, or, also requires a project to describe some feasible alternatives to a project.

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One of those is the no project alternative, which looks at what are the impacts if the project is not constructed and does not move forward.

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EIR also must be certified in order for a project to be approved.

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This slide shows the overall CEQA process specifically for an EIR and the process begins when city releases the notice of preparation or the NOP.

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For a 30 day public review period that is where we are right now in this process. The city will then prepare the draft ER for the project and release that draft ER for a 45 day public review period which is the second opportunity for the public to comment on the project.

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After that, the city will then take all of the comments received during that 45 day public review period and prepare a final ER for the project, which will ultimately be published by the city and go to city council to make the final decision on the project.

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For this project for preparing a really specific type of ER, which is a subsequent or SIR. Which is a type of ER that's prepared if an ER has been certified for a previous project but one or more of a few conditions are met and those conditions are if there are changes to the project or substantial revisions from the original EIR.

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There are any new significant effects or a substantial increase in the severity of previous impacts analyzed in the original ER.

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Or if there's new information that was not known at the time the original EIR was prepared. The original AIR, as Desmond mentioned that we are tearing off of for this project is the 2035 general plan ER that was certified in August of 2,018.

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Who will also be reliant heavily on the analysis done as part part of the Folsom Plan area specific plan ER which was certified in June of 2011.

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So just to, recap, the SIRR evaluates the potential environmental, changes to the adopted general planning zoning code as part of this project and compared to what was recently done.

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Previously done for the general plan.

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This slide shows the overall ER structure for the project. Which will begin with the executive summary and introduction.

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We will then have a really detailed project description that will describe all of the different components of the project. Then we have what's really the meat of the EIR, is the environmental impacts and mitigation measures section.

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And this is where all the different analysis is that determines if there are any. Potential impacts from the effects of the project.

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There will also be a section on cumulative impacts, which analyzes what are the effects of the project in addition to any other projects that are occurring in the region.

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Around the city of Folsom. We will also have an alternative section which will include that no project alternative.

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A section of other sections required by statute, which is a section that looks at growth inducing impacts from our project.

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And then the report prepares and dependencies.

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You can see all of the different environmental resource areas that will be addressed as part of this ER. Everything from aesthetic to air quality and to transportation utilities and all these different things.

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I just want to know that some other environmental resource topic areas may be identified as being adequately addressed in SCR after this scoping period ends.

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This is not the final list. Nextslide. Here's the overall schedule for this project in the EIR process.

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It began with the publishing of the notes of preparation on July 20 fourth of this year. That's also when the NOP review period began.

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So that's that 30 day review period. Which will end on August 20 third so that's next Wednesday.

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We anticipate the city really seeing the draft SIR in the winter of 2023 with the final SCR being released in the spring of 2024.

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So how can you comment on this project? We are taking oral comments this evening. We also encourage you to submit any written comments that you may have by 5 PM. On August 20 third.

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Again, that's next Wednesday. You can submit any written comments either by mail, to Stephanie Henry with the community development department at the city.

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At the address listed here, you can also submit comments via email and we've provided her email address here.

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We've also provided the website for the project. In case you have any questions or just like to dig in and on more information for the project.

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I think with that we thank you for your time and we'll go into our current session.

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Hi. Welcome everyone to the meeting. I'm my name is Tracy. I'm with a sent environmental.

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I'm just gonna go over a couple. Of logistics. If you would like to leave and oral comment, we do need you to raise your hand in zoom.

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You're looking for this icon to indicate that you would like to speak in some versions of Zoom this icon is hidden underneath reactions, or, under your more the 3 dots.

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In your app. When your name is called, you will be given the ability to unmute.

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If you are calling on the phone in order to raise your hand, you just need to press star 9 to indicate you would like to speak.

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I will call on you by your phone number and at that point you will be able to unmute yourself.

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So at this time, if anyone has any verbal comments that they would like to leave, please do raise your hand.

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So that I know to call on you.

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If you have any, oh, yes, we have their first commenter, Kevin Goddard. Kevin, you should be able to unmute yourself now.

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Yes.

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Yes. Can you hear me? Okay, great. So just a question about the Well, rezoning near the where exactly?

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Where exactly are we looking at?

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Yes, so at Tracy, could, could you go to the earlier slide that shows the map there?

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Yeah, so, the areas that we're looking at, so again, we're not changing the, what's called the base zoning.

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So the, we're looking at the 2 kind of shopping center areas. They are the full some premium outlets and then the shop the shopping center across the way.

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And again they will still be allowed to continue in operation. But if they wanted to add housing or if for example, They, some of their commercial just wasn't successful anymore.

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Okay.

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They wanted to tear it down and do something different. They would be able to do housing there. So we're putting, what's called a zoning overlay.

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So it's, Alright, it's zoning on top of an existing. Sorry, it's a little confusing, but it's that you have the base voting, the base voting there is essentially commercial.

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So allows for shopping and offices and things like that. We're adding a an overlay that says, hey, in addition to shopping and and offices if you're doing residential here are the standards for that And so that would allow them if they wanted to in a future point to add housing in that area.

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Oh, okay. Thank you.

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Looks like we've got another question here of the 6,000 units. How much will be, south of Highway 50, about 2,000 of the units will be a little under 2,000, units will be south of 50.

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Great. Our next commenter is Crystal. Crystal, you should be able to speak now.

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Yes.

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Hi, can you hear me? Perfect. I just actually the last person probably. May have answered my question, but I just wanted some more clarification.

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So If I understand correctly. One of these overlays and stuff are done. North of 50, particularly the, East Bidwell quarter, like from scholar to Hi, 50.

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It's gonna have 9,290 units. Well, the Delta 50 is going to have 890.

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I just need some more clarification. Of that because the traffic And that particular section of Bidwell is a nightmare.

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And I know that because I live there. So I need some more clarification on that.

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Yeah, so. So the amount of development north of Highway, 50, on the East Bidwell, and then on the, around the 2 light rail stations would be the addition of approximately 4,000 units.

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And then we'd have 2,000 units south of Highway. And the. We've, looked at we looked at those areas.

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Particularly the the areas where there was either vacant land or areas where there were commercial space.

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That either had lots of vacancies or lots of turnover. Or that may have or had room currently like, you know, with very large parking lots, Walmart is a good example.

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Where there might be some potential for additional development on the on the site. With, the area, south of 50.

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We looked particularly at the town center, where there were. Already some apartments, planned and then we looked at increasing the amount of of housing in that area.

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And then we looked at additional. Land that was. Not already zoned for housing that we could, work with the landowners and change the zoning to, allow for housing.

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And so of the 2,000 units. Of additional units down in the, plan area, about 900 of those would be we would have to be what's called deed restricted.

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It means that they would be guaranteed that they would be affordable to folks that earn 80% of the area meeting income and.

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We usually deed restrict those for 55 years or or more.

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Does that answer your question?

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Yeah.

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Am I still am I still on? Oh, okay. So. Can you give me a breakdown or maybe maybe maybe this might not be the form, but I just wanted to know how many, restricted.

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We're on the, south compared to the north.

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This is this isn't the right form. II can ask another.

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I, we could. Yeah, we can certainly provide that information. You know, right now we're working on a couple of projects, South of Highway 50 that will be deed restricted.

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And those, aren't counted in those numbers that I mentioned earlier than the 900. So we have.

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There's Manzini ranch apartments. Which is, under construction and then there's some

more there will be de restricted housing not right next to the planned UC Davis Hospital campus.

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Just south of Highway 15 near East. It will.

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Alright, thank you.

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Crystal, did you have any final thoughts?

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Oh, I'm sorry. No, I'm done. Thank you.

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Okay. Our next participant with their hand raised is Darvish. You can unmute yourself.

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Yes, we can.

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Hi, can you see me? Okay, perfect. Yeah, I guess one question I had was, actually I have 2 questions.

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One is, What's the difference between a zoning overlay and like. Zoning something as mixed use.

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Because for example, there are mixed use settings where you can have like the first floor as retailer commercial and then subsequent floors as residential.

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So is that. Different than a zoning overlay where it was initially zoned as commercial and now you're allowing residential.

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Yeah, it is it is different. So if we had zoned the whole court or mixed use, it usually requires that they have to have.

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Housing along with commercial. So the example that you provided where they have, they have shopping or offices on the ground floor and that housing above.

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That would be the kind of development that we we would be requiring. In this case by using the overlay, we're not getting, we're not mandating that they build housing.



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We're simply giving them the ability to do that. I know it is a little confusing. That overlays probably a new term.

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It's also called a combining district. It's essentially we're combining housing with with commercial so it but we're not forcing them to build to build housing with a mixed use zone we would they would be required to build housing.

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I see. I see. That makes a lot of sense. Thank you. Thanks for the clarification.

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Sure.

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I guess the other question I had was. What are the typical or are there any?

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Parking minimums associated with these kind of developments and, if so, sort of how they applied like I imagine it's not uniform for example like you know single family home might have different.

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Like setback and parking requirements than an apartment complex. So I'm just kinda curious how that applies in this case.

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Yeah, that's absolutely correct. So, Typically for a single family home, we require.

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To, 2 covered or 2 spaces in a garage. But for, an apartment project, we require, one and a half spaces, per for apartment unit.

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I see.

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So a large apartment would, you know, every unit would be required to have one and a half spaces.

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One of the things that we will be looking at as part of this process. Is whether. We should reduce the parking down to, to one space if the developer.

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Does, you know, if it's right next to a light rail station. So that it's easy access to light rail or transit.

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Or if the developer provides something like a car share vehicle like a zip car that any of the residents could check out.

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Or if they have like, some, apartment places, particularly senior apartments, will have like, vans or carpool vehicles where they can shuttle residence to to shopping or to medical appointments and things like that.

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So we would or similarly if the if the developer provides transit passes, you know, if they're near light rail.

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2 residents or 2 employees. Those are the things we might consider, we would consider if we were going to reduce their parking requirement.

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I see. I see. And then, sorry, one last question. I hope I'm not too much time.

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Sure, go ahead.

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Yeah, I guess I'm curious if. Do you know Folsom has rider data for the light rail that's specific to Folsom I remember when I was trying to look this up there's like these a lot of like aggregate statistics.

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For example, like how much Folsom contributes financially to RT and then how much ridership.

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is in total throughout the entire Sacramento region. But do we have any good? Kind of data sources for, you know, how frequently the, the, the Glen and the Iron Point station are actually used by residents.

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Yeah, I haven't seen recent numbers and we can get those from Sacramento Regional Transit, but they, do track all, mornings and onboardings from at the at all the different stations and obviously it changed quite a bit during the pandemic.

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But, the numbers are starting to come, back. I don't have that on the, in easy access, but, We, we can't get that information.

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That's something that, you're interested in.

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Okay, who would be like a good person to reach out to? For that.

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You, you can reach out to Stephanie Henry. Oh, Stephanie's email address is there and then we can, we can get you that information.

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Thank you. That's, yeah, sorry, that's all the questions I had.

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Thank you so much.

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Hi, so if you cannot see the email address questions or official comments. For this project can be emailed to [Shenry@folsom.ca.us](mailto:Shenry@folsom.ca.us).

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Just a reminder, please raise your hand and zoom if you have any further questions or comments and we're especially looking for questions about the environmental analysis that is going to be done.

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Yep.

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We, to Desmond have a couple of questions in the question to answer box if you wanted to.

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Yeah, so one, I'll start with the last, the most recent one, the water supply.

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So we are actually looking at, the water issue. south of 50 We're, we are doing a thorough, water analysis and looking at demand because obviously we're, adding additional units.

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There and so we're gonna look at both the water demand and and the supply as well as the the water infrastructure that's still designed to serve that area so we are going to be looking at that.

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We're also going to be looking at sewer, sewer capacity and sewer demand and supply.

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Yeah, yeah, demand and, supply there. And then as as Kari mentioned earlier on, we're gonna be looking at a host of other issues.

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To. And travel or cultural resources, aesthetics. Land use population growth all of those all and then with regard to the, one of the other questions was, about the you

know why is 2 thirds in the north versus one third in the south so the the reason that we, did it that way was because, so in 2

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1,011, the city adopted a specific plan that laid out all the all the land uses down there and but the developers did have an obligation to work on with us so I should say the land owners had an obligation to work with us.

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So we've been working with them to try and get. More housing. Down there.

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They will have other apartment projects beyond just the, 2,000. Those have already been planned. We're just talking about in addition.

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To that so. Because again, our share of the regional housing needs was 6,000 of which 3,500 had to be affordable.

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So they do have areas. That are already plan for apartment development. But we asked them to do more.

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And to make and to at least make sure that 890, we're going to for sure be affordable to lower income households.

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So that the city could. Achieve their goal. North of 50, we don't have that certainty.

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That those apartments will necessarily be affordable. Whereas South of 50, we are gonna have that certainty thanks to.

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The work and the agreements that we're doing with the landowners down there that those will end up being.

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And then, there was a question about light rail, down in the Folsom plan area.

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So Alder Creek Parkway. So can, can you go back, Tracy, can you go back to the map, that shows the Folsom plan area.

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Yeah, so down right down here, I' a Creek Parkway is kind of the upper third.

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It goes, where Tracy is, but it goes all the way to the West. And it will go to the Hazel light rail station, which is right near where it says ranch or go over there, Tracy.

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That light rail station. So there will be a bus rapid transit service that will serve the town center on there and we expect it will likely serve the hospitals as well.

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And it will take folks to the light rail. Station, but there is not an additional light rail station planned inside the Folsom plan area, but there will be a most rapid transit service that will connect those.

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Thank you. If anyone has any other verbal comments that they would like to leave, please go ahead and raise your hand in zoom so I know to call on you.

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Just a reminder that we're asking that written comments to be submitted by August 20 third, 2,023 at 5 p.

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M. You can, mail those to the community development department, care of Stephanie Henry, senior, planner at 15 at Telma Street, Folsom, California, 9 5 6 3 0 where you can email your comments to [S.henry@folsom.ca.us](mailto:S.henry@folsom.ca.us) and the website is [www.folsom.ca.us](http://www.folsom.ca.us).

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[folsom.ca.us](http://www.folsom.ca.us) slash housing study.

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You turn on your video a little bit so people can actually see. See you.

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Yeah, there you are. Great. Thanks. Yeah, and our website there, provides more information about this.

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Again, this won't be your only chance to comment on the ER process, but this is an opportunity and until the 20 third to raise any new environmental issues that that you'd like for us to look at in in this process.

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So as we mentioned, Tracy, do you mind going back to the slide that lists, the different, areas.

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We're gonna be looking at. Just a couple of ones back. No, it's a further on in the presentation, toward, the end.

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Next, yeah, keep going.

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You Yeah, they're right. Backup to 2 slides. One more slide. Yeah, there.

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So these are the, these are the areas that we've identified that we know that we're going to need to look at.

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The question is, is there anything specific in any of these issues? Or if is there something else that we should, that we, that you believe we need to look at.

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So that's, for the purpose of today's meeting. It is and then there will be an opportunity.

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Once we've completed the environmental, the subsequent environmental impact report. There would be a 45 day public review and comment period where you can look and read through the document and then provide additional comments.

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For, for us and the consultant team at a cent to look at and, address.

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There was a question about the environmental concerns already raised. So yes, you can find those, those documents, the previous ERs.

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The previous environmental impact reports on the city's website if you go to the community development department and the planning division, there's a page there for on the the city's general plan and general plan ER.

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And there's also a page there for the Folsom plan area, which includes the specific plan and the EIR, that was done for that as well.

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So, and that includes all the the you know the of the sections there. And then again, we'll be doing the same thing for this.

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Okay. Kevin has. They're hand raised, so, Kevin, you should be allowed to unmute now.

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Okay. Is parking considered an environmental impact in the study? Because I'm just think that it's probably here on one spot.

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Okay.

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That'll be up on the website during the So, so parking and Kari, you can correct me if I'm wrong here, but I believe parking is no longer considered in or not considered environmental impact.

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We do look at transportation as part of this and at traffic flows. and, we, you know, we are gonna also be looking at, you know, the light rail service there.

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And as I mentioned earlier, RT is planning to increase the light rail service at all of the stations in Folsom going from.

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A 30 min service to a 15 min service.

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And then, there was an additional question about the bus rapid transit line. So, there is information in the in the Folsom Plan area specific plan, which is again on the city's website.

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If you go to the community development department and go to planning services and in Folsom plan area.

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The specific plan is there and it does in the the transportation section have the details. There it's in chapter 7 circulation and it shows the it shows the the location of the bus rapid transit line that goes through the entirety of the of the plan area and then connects through to the the hazel white rail station in Yeah, in Sacramento County, they're near

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Highway 50. And it shows the street segments with the, with the lanes that will.

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Be for the bus rapid transit service.

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Oh, so there's a question about how we define affordable housing. So, affordable housing.

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What we call, it's market rate housing and there's affordable housing. Market rate is they charge whatever.

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People are willing to pay. So essentially what the market can bear. So right now in, Folsom, that's like around.

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Stephanie can correct me if I'm wrong, but I think that's around like 2,000 dollars a month for like a one bedroom apartment sometimes it's quite a bit higher than that.

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And then affordable housing is It is housing that's affordable to. People that earn. Less than the typical, in income in the region.

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And as I think I mentioned earlier in the presentation. You know, what that equates to is for a 2 person household.

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It's you know, their earnings somewhere less than \$60,000 or \$65,000 a year. And when we speak about deed restricted affordable housing, it means that there has been a requirement.

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Placed on that property that it has to be the development has to serve people. That have low incomes.

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The, like I said, a 2 person household that earns less than \$60,000 a year.

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And they have to continue to rent. Those, apartments. Or it can be homes as well.

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For a period of 55 years. That's the typical requirement. Under state funding requirements.

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So that's the difference. One is you pay whatever the market. What the market rate is for what people are charging for housing or for apartments.

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And the other one is you pay a lower rate based on your income.

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And typically here in Folsom, affordable apartment projects are typically done by non-profit and in some cases, for profit, development companies.

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Examples are: Mercy housing or St. Anton or U.S.A. Properties are some of the developers that have been active.



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We do not currently have anyone with their hand raised. If you wanted to provide verbal comments

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on the scope of the environmental analysis for this project please do raise your hand now

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If you want to provide written comment, you can email that to [Shenry@folsom.ca.us](mailto:Shenry@folsom.ca.us).

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Or you can also mail in your comments to community development department care of Stephanie Henry, senior planner.

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50 Natoma Street, Folsom, California, 9 5 6 3 0.

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There was one last question about where will the housing be in the Folsom plan area.

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So Tracy, if you don't mind going back to the to the map of the Folsom plan area that shows the different lots.

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Actually, rather than this one, there's a there's the other one that shows the lots.

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Much of the Folsom plan area has housing. You know, a lot of it is single family neighborhoods, but the areas that we've highlighted here are in the different colors.

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That is where the apartment development will be and where the 2,000 units that we're talking about would go.

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So in, in these colored areas and by the linear park here.

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That's the Folsom town center. A lot of it will go in that area.

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Right there, there will be some that's close to Highway 50, both on the right there and then over on the east side.

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And then some others off of Prairie City Road near where the high school is, is

planned.

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Alright, we don't have anyone with their hand raised and we do not have any open questions.

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Just a couple of seconds in case anyone was. Typing in any final questions.

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As a reminder that written comments will be accepted through August 23, 2023 at 5 pm.

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Great. Well, I wanna thank everyone for coming. Desmond, did you have any final words?

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Thank you all for coming. Again, this is this process will continue into the next year.

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Please visit the website for background information on this. This also includes the on the design study that we did with Opticos, they're an architectural firm because we are also preparing on design standards to make sure that this housing will, fit well.

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and will help to enhance these areas and will look attractive and be well designed.

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So we're working on that as well. But, there's more information and we'll have up to date information on the EIR and the project as well.

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Thank you.

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Great. Thanks everyone for attending and enjoy the rest of your evening.