

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

HISTORIC DISTRICT COMMISSION AGENDA

October 4, 2023

6:30 p.m.

50 Natoma Street

Folsom, California 95630

Effective July 7, 2022, the City of Folsom is returning to all in-person City Council, Commission, and Committee meetings. Remote participation for the public will no longer be offered. Everyone is invited and encouraged to attend and participate in City meetings in person.

CALL TO ORDER HISTORIC DISTRICT COMMISSION: John Lane, John Felts, Mark Dascallos, Ralph Peña, Jennifer Cabrera, Daniel West, Kathy Cole

The Historic District Commission has adopted a policy that no new item will begin after 10:30 p.m. Therefore, if you are here for an item that has not been heard by 10:30 p.m., you may leave, as the item may be continued to a future Commission Meeting.

Any documents produced by the City and distributed to the Historic District Commission regarding any item on this agenda will be made available, upon request, at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California

PLEDGE OF ALLEGIANCE

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

MINUTES

The minutes of the September 6, 2023, meeting will be presented for approval.

NEW BUSINESS

1. DRCL23-00099: Folsom Depot Door Replacement Design Review and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from Jeremy Bernau on behalf of the Folsom Historic District Association (FHDA) for approval of Design Review to replace two exterior doors at the Folsom Southern Pacific Depot located at 200 Wool Street. The zoning classification for the site is Sutter Street Subarea/Historic District Zone (SUT/HD), while the General Plan land-use designation is Mixed-Use Historic Folsom (HF). The project is categorically exempt under Section 15301 (Existing Facilities) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Josh Kinkade/Applicant: Jeremy Bernau on behalf of the FHDA)**

2. DRCL23-00104: 405 Coloma Street Shed Demolition and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from Anthony and Nerlhuys Wetzel for demolition of a 200-square-foot shed located at 405 Coloma Street. The zoning classification for the site is Figueroa Street Subarea/Single-Family Residence, Small Lot District (FIG/R-1-M), while the General Plan land-use designation is SFHD (Single-Family High Density). The project is categorically exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Josh Kinkade/Applicant: Anthony and Nerlhuys Wetzel)**

PUBLIC WORKSHOP

3. SPEC23-00134: Zoning Code Update – Design Issues and Guidance on Garages and Roofs

An informational workshop to discuss design issues and interpretations related to garages and roofs in the Historic District. Staff will share existing language from Folsom Municipal Code Chapter 17.52 as well as the Historic Design and Development guidelines, staff's interpretation of these, and discuss potential issues and changes with the Commission. **(Project Planner: Desmond Parrington)**

PRINCIPAL PLANNER REPORT

HISTORIC DISTRICT COMMISSION COMMENTS

ADJOURNMENT

The next regularly scheduled meeting is **November 1, 2023**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6200 and fax number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6203, (916) 355-7274 (fax) or ksanabria@folsom.ca.us. Requests must be made as early as possible and at least two full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

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



CITY OF
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HISTORIC DISTRICT COMMISSION MINUTES
September 6, 2023
6:30 p.m.
50 Natoma Street
Folsom, California 95630

CALL TO ORDER HISTORIC DISTRICT COMMISSION:

The regular Historic District Commission Meeting was called to order at 6:30 p.m. with Chair Kathy Cole presiding.

ROLL CALL:

Commissioners Present: Daniel West, Commissioner
John Lane, Vice Chair
Mark Dascallos, Commissioner
Jennifer Cabrera, Commissioner
Kathy Cole, Chair

Commissioners Absent: John Felts, Commissioner
Ralph Peña, Commissioner

PLEDGE OF ALLEGIANCE:

The Pledge of Allegiance was recited.

CITIZEN COMMUNICATION:

NONE

MINUTES:

The minutes of the May 3, 2023, meeting was approved.

NEW BUSINESS:

1. PN 17-145: 603 Sutter Street Mixed-Use Building Design Review and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from Cedrus Holdings Limited Partnership for approval of Design Review for development of a three-story, 12,177-square-foot mixed-use building on a 0.17-acre site located at the southwest corner of the intersection of Sutter Street and Scott Street (603 Sutter Street). The zoning classification for the site is Sutter Street Subarea/Historic District Zone (SUT/HD), while the General Plan land-use designation is Mixed-Use Historic Folsom (HF). The project is categorically exempt under Section 15332 (In-Fill Development) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Steve Banks/Applicant: Cedrus Holdings Limited Partnership)**

1. Adena Blair addressed the Commission with concerns of the trash enclosure and the scale of the building of the proposed project.
2. Ben Fuentes addressed the Commission with concerns of the project's proximity to his residence and the challenges he anticipates with the location of the windows and his sewer line that runs through the property.
3. Phil Scott addressed the Commission in support of the proposed project.
4. Jim Snook addressed the Commission in support of the proposed project.
5. Bob Delp addressed the Commission with concerns of the size of the building and the impact it will have on the Oak trees, in addition to other concerns regarding the project.
6. Loretta Hettinger addressed the Commission on behalf of the Heritage Preservation League with concerns regarding the project.
7. Mike Reynolds addressed the Commission on behalf of HFRA with concerns regarding the project.
8. Jennifer Lane addressed the Commission with concerns regarding the size of the building, the removal of the trees and concerns with the safety of the pedestrians.

COMMISSIONER WEST MOVED TO APPROVE A DESIGN REVIEW APPLICATION (PN 17-145) FOR DEVELOPMENT OF A THREE-STORY, 12,177-SQUARE-FOOT MIXED-USE BUILDING ON A 0.17-ACRE SITE LOCATED AT THE SOUTHWEST CORNER OF THE INTERSECTION OF SUTTER STREET AND SCOTT STREET (603 SUTTER STREET) AS DESCRIBED AND ILLUSTRATED ON ATTACHMENTS 5-17. THIS APPROVAL IS BASED ON THE FINDINGS (FINDINGS A-O) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-51) ATTACHED TO THIS REPORT. WITH CHANGES TO THE FOLLOWING CONIDITIONS:

MODIFICATION OF CONDITION 28, NO. 6, THE CANOPY/AWNING LOCATED ON THE THIRD FLOOR OF THE BUILDING SHALL BE REMOVED TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DEPARTMENT (THIS CONDITION WAS MODIFIED BY THE HISTORIC DISTRICT COMMISSION AT ITS SEPTEMBER 6, 2023 MEETING).

MODIFICATION OF CONDITION 28, NO. 7, THE FOUR WINDOWS LOCATED ON THE SECOND FLOOR OF THE SOUTH-FACING BUILDING ELEVATION SHALL INCLUDE WINDOW GLAZING OR A FROSTED GLASS TREATMENT TO ENSURE PRIVACY BETWEEN THE SUBJECT PROPERTY AND THE SINGLE-FAMILY RESIDENCE LOCATED AT 306 SCOTT STREET TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DEPARTMENT (THIS CONDITION WAS MODIFIED BY THE HISTORIC DISTRICT COMMISSION AT ITS SEPTEMBER 6, 2023 MEETING).

MODIFICATION OF CONDITION 42 TO PROVIDE CURRENT CERTIFICATE(S) OF COMPLIANCE FOR CARB'S IN-USE OFF-ROAD DIESEL-FUELED FLEETS REGULATION (CALIFORNIA CODE OF REGULATIONS, TITLE 13, S 2449 AND 2449.1. FOR MORE INFORMATION CONTACT CARB AT 877-593-6677, DOORS@ARB.CA.GOV, OR WWW.ARB.CA.GOV/DOORS/COMPLIANCE_CERT1.HTML (THIS CONDITION WAS MODIFIED BY THE HISTORIC DISTRICT COMMISSION AT ITS SEPTEMBER 6, 2023 MEETING)

COMMISSIONER DASCALLOS SECONDED THE MOTION.

The Motion carried the following roll call vote:

AYES: WEST, LANE, DASCALLOS, CABRERA, COLE
 NOES: NONE
 RECUSED: NONE
 ABSENT: FELTS, DASCALLOS

MOTION PASSED

PRINCIPAL PLANNER REPORT

Principal Planner Steve Banks reported that the next Historic District Commission meeting is tentatively scheduled for October 4, 2023.

There being no further business to come before the Folsom Historic District Commission, Chair Kathy Cole adjourned the meeting at 9:13 p.m.

RESPECTFULLY SUBMITTED,

Karen Sanabria, ADMINISTRATIVE ASSISTANT

APPROVED:

Kathy Cole, CHAIR



CITY OF
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AGENDA ITEM NO. 1
Type: Public Meeting
Date: October 4, 2023

Historic District Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Folsom Depot Door Replacement
File #: DRCL23-00099
Request: Design Review
Location: 200 Wool Street
Parcel(s): 070-0052-023
Staff Contact: Josh Kinkade, Associate Planner, 916-461-6209
jkinkade@folsom.ca.us

Property Owner

Name: City of Folsom
Address: 50 Natoma Street
Folsom, CA 95630

Applicant

Name: Jeremy Bernau, FHDA
Address: 921 Sutter Street, Suite
100
Folsom, CA 95630

Recommendation Conduct a public meeting, and upon conclusion recommend approval of an application for Design Review to replace two exterior doors at the Folsom Southern Pacific Depot located at 200 Wool Street, as illustrated on Attachments 5 and 6 for the Folsom Depot Door Replacement project (DRCL23-00099) based on the findings included in this report (Findings A-H) and subject to the attached conditions of approval (Conditions 1-8).

Project Summary: The proposed project consists of replacing two exterior doors at the Folsom Southern Pacific Depot building located at 200 Wool Street. The Depot is listed on the City of Folsom’s Cultural Resource Inventory List and is located within the Sutter Street Subarea of the Historic Commercial Primary Area of the Historic District.

Attachments:

1. Description/Analysis
2. Background
3. Conditions of Approval
4. Vicinity Map
5. Applicant’s Narrative
6. Project Photographs
7. Existing and Proposed Elevations



CITY OF
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AGENDA ITEM NO. 1
Type: Public Meeting
Date: October 4, 2023

8. Historic Structures Report (Excerpts)
9. Public Comments

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1 DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The proposed project consists of replacing two exterior doors at the Folsom Southern Pacific Depot building located at 200 Wool Street. The specific doors proposed for replacement are non-original aluminum-framed glass sliding doors from the 1980s that access the original freight room on the south elevation. The applicant has stated that the new doors will be wood, double-swing, nine-window paneled French doors (ADA compliant) to match the other original nine-paneled French doors at the Depot in terms of design, colors, and materials. The existing original barn-style doors that slide over the outside of the new doors will remain and will be operable after the proposed door replacement. It should be noted that the replacement of the sliding glass doors was also part of the applicant's sublease agreement with the City, as proposed by the applicant and agreed to by the City. The Depot is listed on the City of Folsom's Cultural Resource Inventory List and is located within the Sutter Street Subarea of the Historic Commercial Primary Area of the Historic District.

POLICY/RULE

Section 17.52.300 of the Folsom Municipal Code (FMC) states that the Historic District Commission shall have final authority relating to the design and architecture of all exterior renovations, remodeling, modification, addition or demolition of existing structures within the Historic District. FMC Section 17.52.330 states that, in reviewing projects, the Commission shall consider the following criteria:

- a) Project compliance with the General Plan and any applicable zoning ordinances;
- b) Conformance with any city-wide design guidelines and historic district design and development guidelines adopted by the city council;
- c) Conformance with any project-specific design standards approved through the planned development permit process or similar review process; and
- d) Compatibility of building materials, textures and colors with surrounding development and consistency with the general design theme of the neighborhood.

ANALYSIS

General Plan and Zoning Consistency

The General Plan land use designation for the project site is HF (Historic Folsom Mixed Use), and the zoning designation for the project site is HD (Historic Folsom), within the Sutter Street Subarea of the Historic Commercial Primary Area of the Historic District. The continued use of the Depot as a tourist shop, information center and office is allowed

by right in the Sutter Street Subarea.

Building Design/Architecture

The project site is located in the Sutter Street subarea of the Historic District Commercial Primary Area. The Sutter Street subarea encompasses Folsom's original central business district, the area first zoned for historic preservation. Retail shops and restaurants have been the predominant uses in recent history. Overall, the Sutter Street subarea represents a mixture of development that is representative of the 1850 to early 1950s timeframe.

The Folsom Depot and surrounding freight yard were listed as a California Historical Landmark under the name Folsom Terminal in 1956. The station building, turntable, and tracks were added to the National Register of Historic Places in 1982. The depot building was also placed on the City of Folsom's Preliminary Cultural Resource Inventory List as part of the Historic Preservation Master Plan in 1998. According to the City's Cultural Resource Inventory Purpose and Procedures, listing on the City's Cultural Resource Inventory does not grant any special privileges or impose any restrictions on private property rights. However, listing may assist the property owner in obtaining awards or financial benefits from outside agencies.

The applicant had a Historic Structures Report prepared to address treatment for the Folsom Depot (excerpts provided in Attachment 8). The Historic Structures Report recommended preservation of the exterior and renovation of the interior of the Depot as defined by the Secretary of Interior's Standards for the Treatment of Historic Properties. According to the Historic Structures Report, the original Folsom Depot was constructed in 1897, but after relocation and fire, the final Depot building seen today was finished in 1914. The Folsom Station served as a terminus of the Southern Pacific Railroad line. It is a two-story Southern Pacific Combination Depot No. 22, which is a standard depot design. The Report states that it remains an excellent example of 20th Century train depot architecture.

Folsom Municipal Code section 17.52.510(B) explains that the design concept for the Sutter Street subarea is to preserve existing pre-1900 buildings, and to require new or replacement structures to be of a pre-1900 design, unless a post-1900 building is unique and/or representative of 1850-1950 architectural styles. When considering a Design Review remodel, the Historic District Design and Development Guidelines (DDG's) explain that the Historic District Commission can determine that buildings may be restored to conform with the historic period of that area and not necessarily to the original design. It further states that where earlier remodeling or original design efforts detract from the historic character of the Historic District, as determined by the Commission, the building should be restored to its original character or a design style that reflects the period established for the area. If the building is not restorable to the original design style, then the Commission should make a decision on an individual project basis.

The DDGs state that the original proportions of wall openings should be retained for

commercial structures and that blocking of portions of existing openings to accommodate standard sash, glass sizes or doors or for other reasons is in conflict with historical consistency and is not acceptable. As shown in Attachment 7, the specific doors proposed for replacement are non-original aluminum-framed glass sliding doors from the 1980s that access the original freight room on the south elevation. The applicant is proposing to replace those with double-swing, nine-window paneled French doors, which are consistent with the Depot's original nine-paneled doors, as recommended by the Historic Structures Report. Staff has provided Condition No. 3a, which requires that the doors match the design, colors and materials of the original nine-window paneled French doors at the Depot building. The original sliding wood freight door will remain.

Staff has determined that the overall design, colors and materials of the proposed project are consistent with Folsom Municipal Code Chapter 17.52, the design and development guidelines for the Sutter Subarea, and the building materials, textures and colors are consistent with surrounding development and with the general design theme of the neighborhood. Staff has also determined that the proposed doors accurately reflect the architecture of the Folsom Depot in its original form. Staff has therefore concluded that the applicant has met the design standards identified in the Folsom Municipal Code and the guidelines contained in the DDGs.

PUBLIC COMMENTS

A notice was posted on the project site five days prior to the Historic District Commission meeting of October 4, 2023, that meets the requirements of FMC Section 17.52.320. Staff also routed the initial plans to the Folsom Heritage Preservation League (HPL) and Historic Folsom Residents Association (HFRA). HFRA expressed support for the project and the HPL did not provide comments prior to publication of this staff report. These comments are provided in Attachment 9.

ENVIRONMENTAL REVIEW

The project is categorically exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. The project is also categorically exempt under Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemptions in this case.

RECOMMENDATION

Staff recommends approval of the proposed project, based on the findings included in this report (Findings A-H) and subject to the attached conditions of approval (Conditions 1-8).

HISTORIC DISTRICT COMMISSION ACTION

Move to approve the Design Review application (DRCL23-00099) to replace two exterior doors at the Folsom Southern Pacific Depot located at 200 Wool Street, as illustrated on Attachments 5 and 6 for the Folsom Depot Door Replacement project, based on the findings included in this report (Findings A-H) and subject to attached conditions of approval (Conditions 1-8).

GENERAL FINDINGS

- A. NOTICE OF PUBLIC MEETING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND ZONING CODE OF THE CITY.

CEQA FINDINGS

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15301 (EXISTING FACILITIES) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.

- D. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15331 (HISTORICAL RESOURCE RESTORATION/REHABILITATION) OF THE CEQA GUIDELINES.

- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

- F. THE PROPOSED PROJECT WILL NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE.

DESIGN REVIEW FINDINGS

- G. THE BUILDING MATERIALS, TEXTURES AND COLORS USED IN THE PROPOSED PROJECT ARE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND ARE CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

- H. THE PROPOSED PROJECT IS IN CONFORMANCE WITH THE HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES ADOPTED BY CITY COUNCIL.

**ATTACHMENT 2
BACKGROUND**

BACKGROUND

As noted above and as described in the Historic Structures Report (refer to Attachment 8), the Depot is an important part of Folsom’s history. After it ceased serving as a train depot, the Folsom Depot was converted into an office building, but the historic character and most historic finishes and features have been preserved, including the large exterior sliding doors and freight scale. The waiting and baggage rooms have been converted to office uses and the freight room to a public gathering space for indoor events.

GENERAL PLAN DESIGNATION

HF, Historic Folsom Mixed Use

ZONING

SUTR, Sutter Street Subarea of the Historic Commercial Primary Area, HD (Historic Folsom)

ADJACENT LAND USES/ZONING

North: Superindendant’s House with Leidesdorff Street and commercial development beyond; SUTR/HD

South: Uncovered parking lot with Sutter Street and commercial businesses beyond; SUTR/HD

East: Wool Street and commercial businesses beyond; SUTR/HD

West: Folsom Amphitheater, Railroad Turntable and Roundhouse Building; SUTR/HD

SITE CHARACTERISTICS

The subject property is 4.41 acres in size and includes the Folsom Depot, Superintendent’s House, Turntable, Roundhouse building and uncovered parking.

APPLICABLE CODES

FMC Chapter 17.52 HD, Historic District
FMC Section 17.52.300, Design Review
FMC Section 17.52.330, Plan Evaluation
FMC Section 17.52.340, Approval Process
FMC Section 17.52.400, Design Standards
FMC Section 17.52.510, Sutter Street Subarea Special Use and Design Standards
Historic District Design and Development Guidelines

ATTACHMENT 3

Proposed Conditions of Approval

**CONDITIONS OF APPROVAL FOR THE
 FOLSOM DEPOT DOOR REPLACEMENT
 (DRCL23-00099)**

Cond. No.	Mitigation Measure	GENERAL REQUIREMENTS	When Required	Responsible Department
1.		Issuance of a Building Permit is required. The applicant shall submit final building plans to the Community Development Department that substantially conform to the proposed color elevations included in Attachment 5. Implementation of this project shall be consistent with the above referenced items as modified by these conditions of approval.	B	CD (B)
2.		Compliance with all local, state and federal regulations pertaining to building construction and demolition is required.	OG	CD (B)
3.		This approval is for the replacement two exterior doors at the Folsom Southern Pacific Depot located at 200 Wool Street. The applicant shall submit building plans that comply with this approval and the color building elevations included in Attachment 7, with the following modifications: a) The proposed doors shall match the design, colors and materials of the original nine-window paneled French doors at the Depot to the satisfaction of the Community Development Department. b) All Conditions of Approval as outlined herein shall be made as a note or separate sheet on the Construction Drawings.	B	CD (P)
4.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD (P)(E)
5.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (P)(E)

6.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans or beginning inspection, whichever is applicable.	B	CD (P)(E)
7.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Quimby, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project has begun. The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PR
8.		The project approval granted under this staff report shall remain in effect for one year from final date of approval (October 4, 2024). If a building permit is not issued within the identified time frame and/or the applicant has not demonstrated substantial progress towards completion of the project, this approval shall be considered null and void. The owner/applicant may file an application with the Community Development Department for an extension not less than 60 days prior to the expiration date of the approval, along with appropriate fees and necessary submittal materials pursuant to <u>Section 17.52.350</u> of the <u>Folsom Municipal Code</u> . If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, entitlement, demolition permit, or other construction permit required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the project contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the one year period for submitting a complete permit application referenced in FMC section 17.52.350(A) shall be tolled during the time that any litigation is pending, including any appeals.	B	CD (P)

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 4 Vicinity Map



Attachment 5

Applicant's Narrative



July 28, 2023

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

RE: SP Depot freight room door replacement

Per the terms of our sub-lease with the Folsom Chamber of Commerce who leases the depot from the City of Folsom, the Folsom Historic District Association requests design review approval for the replacement on two non-ADA compliant and unoriginal aluminum sliding glass doors to the original freight room.

The replacement doors will be ADA compliant double swing nine-lite French doors matching the other original nine-lite Fr. doors at the depot (see attached exhibit). The existing original barn style doors will remain and will still be operable after door replacement. The replacement door colors will match the existing Southern Pacific colors of the existing nine-light French doors at the depot.

The Folsom Historic District Association met with the historic architect who recently completed the evaluation of the depot (see attached) and are following their recommended door replacement from that meeting.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Folsom Historic District Association


Jeremy G. Bernau
Treasurer

Attachment 6 Project Photographs





Attachment 7

Existing and Proposed Elevations

FOLSOM, SOUTHERN PACIFIC DEPOT

NEW DOORS, ELEVATION



(E) SLIDING BARN DOOR

(N) DOORS



EXISTING DOORS



NEW DOORS

Attachment 8

Historic Structures Report (Excerpts)

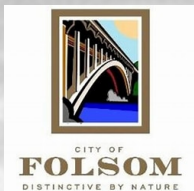
Southern Pacific Railroad Depot Building

Folsom Historic District

Folsom, California

HISTORIC STRUCTURES REPORT

Final: April 24, 2023



*This report was funded by the City of Folsom, CA
Published April, 2023*

PROJECT TEAM

The following is a list of project team members who contributed to the creation of this Historic Structures Report:

City of Folsom staff: Lorraine Poggione, Parks and Recreation Director; Tim O'Shea, Facilities Maintenance Manager; Chris O'Keefe, Director of Facilities

CSHQA, inc. staff: John Maulin, Principal; Danielle Weaver, Project Manager; Charles Nattland, Architect; Grace Haselmann, AIT & field technician

Buehler Engineering, inc. staff: Larry Jones, Structural Engineer

ADMINISTRATIVE DATA

Previous Names

Southern Pacific Company Combination Station No. 22

Current Name

Southern Pacific Railroad – Folsom Depot

Address

200 Wool Street, Folsom, CA 95630

Proposed Treatment

Restoration/Rehabilitation

Owner

City of Folsom

Owner Address

50 Natoma Street

Folsom, CA 95630

PH: 916-461-6000

Legal Description

Parcel Number 19, Book 70, page 01

From the point where the railroad tracks meet Wool Street, to the Southwest

Zoned

Historic District

Builder/Architect

Unknown

Landmark Status

Contributing property on the National Register of Historic Places

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Executive Summary

INTRODUCTION

Listed on the National Register of Historic Places in February 1982, the Folsom Depot is a prominent landmark in the Folsom Historic District. The building is situated near the intersection of Wool and Leidesdorff Streets next to the Southern Pacific Railroad Tracks. The original depot was constructed in 1897, but after relocation and fire, the final depot seen today was finished in June 1914. The Folsom Station served as the terminus of the Southern Pacific Railroad line. It is a two story Southern Pacific Combination Depot No. 22 which is a standard Depot design. It remains an excellent example of 20th Century Depot architecture. In addition to the building, the turntable remains on land retained by the Southern Pacific, but leased privately, and three donated railroad cars stand on the tracks by the Depot, one of which serves as the Folsom Railroad Museum. Note that the Section Superintendent's house is located nearby on a separate property. Together these two buildings create an intriguing history of the railroad system in Folsom. Someday, as funds allow, the City of Folsom would like to restore the Superintendent's house. A separate Historic Structure's Report has been completed for the Superintendent's house. Refer to this report for detailed information on this structure.

The overall recommended treatment for the Folsom Depot is preservation of the exterior and rehabilitation of the interior as defined by the Secretary of the Interior's Standards for the treatment of Historic Properties. Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time. Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.

PURPOSE OF THE REPORT

The purpose of this Historic Structures report is to provide detailed information about the Depot's history, significance within the Southern Pacific Railroad, construction methodology, uses, and current condition through archival research, photography, condition assessment, and drawings. It will also provide the city with the information needed to select the most appropriate approach to the preservation, restoration, rehabilitation, repair, and long-term maintenance of the building and surrounding grounds to align with the City's goals of continued use of the building with purposes other than a train depot. This document, in narrative form, presents the historical and architectural significance to the treatment levels and recommendations assigned to the building's spaces, materials, and structural system. Identification of these spaces, features, and structure intend to provide information that can be incorporated into future planning, design development, and maintenance strategies.

The information contained within this document is a culmination of historic documentation research, discussions with Folsom City staff, and a detailed architectural and structural survey conducted on July 18th, 2022. This survey documented the historic character of the Depot to identify original, intact, significant elements of the historic structure, as well as alterations. Each space within the building, as well as the building exterior, was measured, surveyed, and photographed to identify the physical characteristics as well as the condition. This information is documented within this report, along with recommendations for treatment. The structural survey included review of the structure within the building crawlspace and in accessible attic spaces. The architectural survey only documented visible elements. No destructive analysis was conducted.

The Folsom Depot is listed on the National Register of Historic Places, and therefore this Historic Structures Report was created within the guidelines of the United States Department of the Interior, National Park Service's guidelines for the creation of Historic Structures Reports. These guidelines outline how reports should be commissioned, prepared, and organized.

OVERVIEW OF CONTENTS

This report follows the organization of a Historic Structures Report as identified by the National Park Service. The depth and detail in each section is tailored to the goals of the City of Folsom based on conversations with the Director of Parks and Recreation, Lorraine Poggione, and her staff. The following are the subjects and chapters included in this report:

Executive Summary:

This section introduces the historic Folsom Train Depot, provides an overview of the purpose of the report, and a summary of the findings.

History:

This section provides a general overview of the historic of the Folsom Depot and its place in the Southern Pacific Railroad System. It also provides information on traditional Depot architecture.

Condition Survey:

This section addresses the physical features of the building and its character-defining features. Each individual space within the building is addressed with a list of character defining features, alterations, and condition issues. Both text and graphics are utilized to convey this information.

Recommendations:

This section summarizes our findings and provides the tools for guiding restoration and rehabilitation efforts that will balance the historical significance of the building with the desire to improve functionality for the current and future users. It also provides recommendations for material procurement and long-term maintenance of the historic property. At the end of this section, the recommendations have been prioritized to assist with future funding and construction activities.

Cost Estimate:

Opinion of probable cost prepared by a professional cost estimator. The cost estimate reflects the priorities listed in section "Recommendations".

Supplemental:

This section provides information on documents used to create the report such as reference material, condition photographs, and as-built documents.

SUMMARY OF FINDINGS

The following summarizes report findings for quick reference. Refer to the Condition Survey and Recommendations for more detailed information. These conclusions address the specific historic preservation findings, conditions, and issues that currently exist, and should be used to shape plans and campaigns for future work on the building.

The Folsom Depot is a contributing property on the National Register of Historic Places. It is in good condition and is an excellent example of traditional train depot architecture. According to historic documents, the depot is a standard Two Story Combination Depot No. 22. The building contains the traditional features found in this style of depot, with the two most unique remaining features being the scale in the freight room, and the steel shutters also in the freight room on the west wall. The building and its spaces and features remain largely intact. There are no historic furnishings or moveable pieces of millwork or equipment left on the premises.

Condition Assessment Findings:

- Overall, the building is in good condition.
- While no longer being used as a working train depot, the Folsom Depot remains a central hub of the Folsom community as the offices of the Folsom Chamber of Commerce.
- The surrounding site has been altered from the historic layout, but some of the tracks, railroad cars, and parts of the turn table remain.
- The building roof is nonoriginal and appears to be nearing the end of its life
- The exterior wood siding and trim is generally in good condition with some localized cracking and dry rot.
- Most of the exterior doors and windows remain in place and are in good condition.
- The interior maintains its original configuration with the exception of the reorganization of the Office and Public Hallway, the removal of the Records Room in the Freight Room, and the addition of restrooms in the Freight Room.
- Most of the original finishes remain. In some instances, new finishes have been applied over the top of historic finishes, and we were unable to verify if the original finishes remain beneath.
- New infrastructure has been added (ie. Mechanical units, lights, conduit, etc.) to modernize the building to its current use.

Future Modifications:

Future plans for the building have not been solidified but may involve additional office functions and space for public gathering. Future modifications to the building present an opportunity to reverse previous alternations and restore remaining historic finishes.

Prioritized Recommendations:

The recommendations outlined in this report cover a wide variety of future work necessary to stabilize, preserve, rehabilitate, and maintain the building. The recommendations are tailored toward the long-term goal of using the building as both a private and public facility.

The approach to future modifications should be as follows:

- Proceed with additional testing for Termites and perform a ASCE 41 Tier 1 seismic evaluation.
- Structural stabilization.

- Life safety upgrades such as the installation of a full fire protection system, code compliant handrails, and exit hardware.
- Exterior maintenance to prevent further decay such as repainting, replacing rotted wood, and fixing any damaged, loose, or missing flashing.
- ADA upgrades.
- Replacement of mechanical and electrical systems to improve efficiency and remove unsightly lines and devices.
- Interior cosmetic enhancements (refinishing historic materials), and removing non historic finishes and features.

HISTORY

HISTORICAL SIGNIFICANCE

The Southern Pacific Railroad was developed in 1865 by a group of four businessmen to run between San Francisco to San Diego, CA. In 1869 the line was expanded to Utah, and by 1883 the line extended all the way to New Orleans. The line covered more than 13,000 miles of rail throughout the southwestern United States. The railroad system was an integral part of everyday life in the 1800's and early 1900's first carrying necessities, then also transporting intercity travelers.

Depot buildings used to be very important to the railroad system, but now many of the depots have been repurposed and stand as landmark buildings. Like other railroad lines, the Southern Pacific Railroad had standard designs for its depot buildings. Standardizing the plans allowed depots to be constructed quickly and efficiently along the rail line. An appropriate plan was selected for each new station depending on the services offered. There were 26 standard Depot building plans, and the Folsom depot was constructed from Two Story Combination Depot plan No. 22. There have been approximately 100 Combination plan No. 22 Depots built over time. The word "combination" refers to a depot with both passenger and freight facilities. The standard design for Combination Depots No. 22 had a waiting room, office, baggage room, and freight room on the first floor, surrounded by a platform. The second floor housed the agent's quarters with two bedrooms, kitchen, living room, and closet, connected to the first floor by a narrow wooden staircase.

Most Combination Depots No. 22 were constructed between 1895 – 1910. The Folsom Combination Depot No. 22 was constructed slightly out of this typical timeframe due to various changes noted in the timeline below. The following timeline outlines the history of the Folsom Depot, highlighting a succession of multiple depots in Folsom and the interesting past of the Southern Pacific Railroad in this area:

- The locomotive "Sacramento" makes its inaugural run from Sacramento to Folsom on the Sacramento Valley Railroad on Feb. 22, 1856.
- The original Sacramento Valley Railroad (SVRR) plain board and batten Folsom depot burns down in late 1857.
- Replacement depot opens in January 1858.
- A brick 30'x100' freight house is constructed nearby across the tracks from the replacement depot in April 1860 and leased to WL Perkins.
- The Central Pacific Railroad takes over control of the SVRR on August 16, 1865, ending the independent existence of California's first commercial railroad.
- The Southern Pacific Railroad is founded in 1865.
- Southern Pacific Railroad merges with the Central Pacific Railroad in 1870.
- A new 20'x40' One Story Combination Depot No. 15 or 21 is constructed in March 1889.
- The Perkins warehouse is demolished in early 1897.
- The One Story Combination Depot No. 15 or 21 is then relocated across the tracks from its existing location and rebuilt in a mirror image of itself in March & April 1897. A freight room was then added to the east end.
- The One Story Combination Depot No. 15 or 21 is destroyed by fire in 1913.
- Plans to erect a new two story depot to replace the destroyed one is announced in February 1914

- Construction of a new Two Story Combination Depot No. 22 is completed in June 1914.
- The freight end of the depot is burned in 1924 and then replaced as well as a remodel is completed of the office space. In addition, a 14'x25' open waiting room was added to the depot's passenger end.
- The structure is added to the National Register of Historic Places in February 1982.

The Folsom Depot has been converted into an office building, but the historic character, and most historic finishes and features have been preserved, including the large exterior sliding doors and freight scale. Today, the Waiting and Baggage rooms have been converted to office functions, and the Freight room to a public gathering space for indoor events. Toilet rooms were added in the Freight room, and the original toilet room accessed from the Office was removed. An interior stair was also added in the Baggage room to access the Freight room which is elevated. On the second floor, all four original rooms remain intact, but have been converted to office space.

The Folsom Depot is a contributing property on the National Register of Historic Places. It remains an excellent example of small-town railroad architecture. Both the building and the site have historical significance. Even though the building has been converted to an office function, and the railroad no longer runs on the tracks at the Depot, the building and property shall be maintained and preserved for their historic and cultural significance. The recommended treatment for the property and structure is rehabilitation which allows the historic, architectural, and cultural features to be preserved, while allowing modern functions to occur within the building and around the property.

The history of the Folsom Depot and Southern Pacific Railroad line is fascinating. There are many excellent sources of historic information available if one should want to learn more about them. Some of these are as follows:

1. Southern Pacific Lines Standard-Design Depots, Henry E. Bender Jr.
2. National Register of Historic Places Inventory – Nomination Form, dated 2/19/1982
3. The Sacramento Valley Railroad: The first railroad of the West, Doug Noble

Condition Survey

CONDITION SURVEY

Architectural Analysis

The purpose of the catalogue of spaces and condition survey is to document the individual spaces, condition of the elements, and overall character of the building as observed during the site survey conducted by Architects and Structural Engineers. This approach follows the guidelines established in the National Park Service Brief 17 which states: “Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character”. The building was measured, photographed, and character defining elements documented. In addition, original materials, changes to the original depot design, and current issues and deficiencies were also noted. This catalogue can be used as a reference during future projects to identify spaces and elements that shall remain intact, and others that could be adapted to new uses.

The Folsom Depot, initially constructed in 1906, is in the Folsom Historic District on Wool St. between Leidesdorff St. and Sutter St. The depot and surrounding site are listed on the National Register of Historic Places and include the depot structure, adjacent railroad tracks, three railroad cars, and the area connecting to and containing the turntable pit. The turntable is contained within a fence, restricting access. The adjacent plaza and restaurant are oriented to respect the shape of the turntable.



1.0 Exterior - Site

CHARACTER DEFINING FEATURES

- The depot remains in its original location. Pedestrian access also flows as originally intended through the front door into the “waiting area” which is now the Folsom Chamber of Commerce public information area.
- The original train tracks remain adjacent to the building, along with a passenger car, box car, and caboose. The passenger car has been repurposed as a train museum.
- The site generally remains in its original configuration, as the area has been commercialized around it. The foundation of the original turntable remains to the west of the depot on land retained by the Southern Pacific Railway but leased privately. The original turntable is gone, but lying four feet below the surface, the circular brick foundation is still in place. It is comprised of a 4’ thick, 30’ dia wide circular brick wall containing an accumulation of slag from the locomotive boilers.

ALTERATIONS

- When the city took over the station in 1970, they slowly reinvigorated the area into a community gathering point. While no longer accessing the rail lines, the Folsom depot and surrounding property has once again become a vibrant gathering point within the historic downtown. Developments have been sensitive to the historic nature of

the site, and the depot remains the focal point of the community center.

- Any original landscaping has been removed. The original drawings do not include landscape plans, but the National Register nomination form indicates that the building was originally surrounded by Eucalyptus trees. Images taken in the 1970’s of the depot (included in the National Register application) shown numerous mature trees on the south side of the building, and wooden planters with along the front. Today the site contains small decorative trees and hedges in the front plaza, low hedges and other plantings in concrete planters on the sides of the building, and a large grassy area, as well as young trees on the back or west side of the building. The landscaping does not try and recreate history, it is planted in response to the developed pedestrian site around the building.



- The original wooden platform on the north and west sides of the building, accessing the Freight room, were removed at some point in time, and replaced with a series of concrete platforms, stairs, railings, and ramps for ADA access on the north, west, and south sides of the building.
- The surrounding grounds have been developed into a paved plaza with planters, benches, public restrooms, and a large concrete performance stage with accompanying tiered amphitheater.



- Overtime the depot and its site has had numerous infrastructure upgrades, including mechanical and electrical systems. The site now also contains equipment for these systems

1.1 Exterior - Elevations

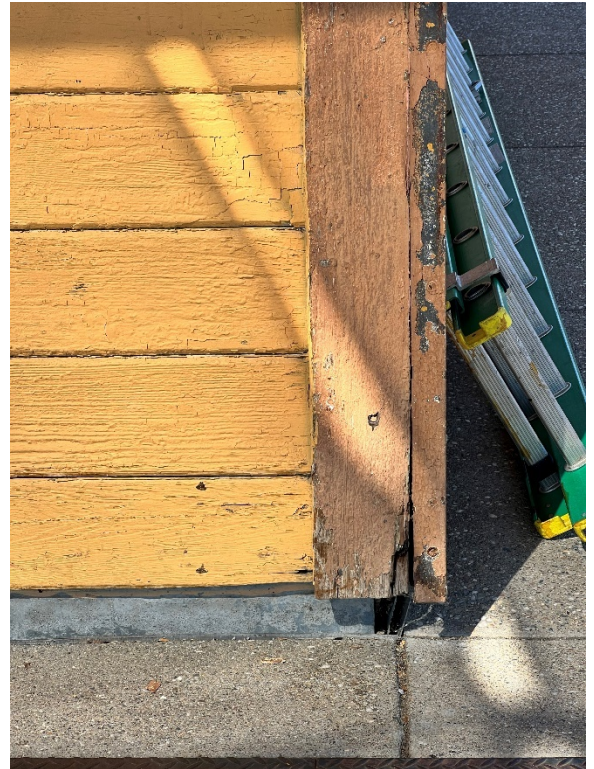
CHARACTER DEFINING FEATURES

- The Folsom depot exterior has mostly remained unchanged from its original Two-Story Combination Depot No. 22. This design is a partial two-story building with a gabled roof whose ridge is parallel to the track. A prominent feature of the Depot No. 22 design is the rectangular bay that extends up the front of both stories to form a dormer, capped by the cross-gable roof.

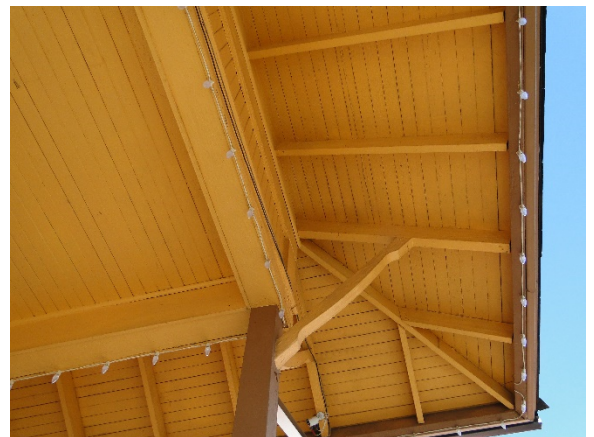


- The original 1x8-inch rustic drop siding remains in most places and is in fairly good condition. In some locations, though, the siding is showing signs of dry rot.
- The original patterned wood shingles remain above the second-floor windows at the gables, which is a unique feature of the southern California No. 22 Combination depots. In some locations the shingles are damaged, missing, or showing signs of dry rot.
- The solid wood corner, edge, base, and window trim (cedar) is also in its original configuration and is in good

condition. However, there are locations where this trim has been damaged or showing signs of dry rot.



- The Stick-style “stickwork” detailing, while minimal on No. 22 Combination Depots, is mostly intact, and in good condition.



- The exterior paint scheme appears to follow the most common paint scheme for Southern Pacific depots. These

were: Colonial Yellow – Body, Light Brown – trim, and Moss Green – roofs. In many locations the paint is delaminating from the wood and should be removed and repainted.

- The roof is comprised of asphalt shingles and is showing signs of aging. It may need to be replaced in the next 2-5 years. A more detailed survey of the roof should be facilitated by the city to determine the full extent of replacement.
- Wood 1x soffit paneling remains mostly intact.
- All of the original wood doors remain on the building exterior, including both paneled hinged doors, and sliding freight doors. These doors are in various states of deterioration. Many of the door sills are also showing moderate to extreme signs of dry rot. Refer to condition survey for additional information.
- The windows are original wood double hung, single pane windows, with six lights above six. There are also transom windows above the entry doors, and non-operable wood windows with four lights at the gable ends. All original windows have original single paned glass. Most of the windows are in good condition and could be refinished. The windows on the north side of the building above the stage were not accessible, but based on observations from the ground, appeared to be in poor condition, and may need to be replaced. These two windows also have bars over the windows, which appear to be original to the windows and should be maintained. Many of the wood window sills are showing moderate to extreme signs of dry rot. Some of the

original frames and casings are also showing signs of dry rot.



ALTERATIONS

- As mentioned in the site section, new concrete stairs, ramps, and platforms have been added to the building exterior. We assume that the original siding and trim was removed to facilitate the installation of the walkways where they did not originally exist.
- Railings have been added to protect utilities and provide code compliant access at stairs and ramps.



- Meters, mechanical units, and other utilities have been added to the building exterior to provide upgraded building systems for human comfort.
- The original wood shingled roof was removed at some point in time and

replaced with an asphalt shingle roof. The roof appears to have attempted to incorporate the original “moss green” roof color, but when we surveyed the building, it did not resemble the historic color. In addition, some of the original roof detailing has been removed, such as the “Ridge Roll”.

- Exterior lighting has been added to the building for general lighting, exiting, and decorative lighting.
- Some of the original hardware has been removed, and/or modified from the sliding freight doors to make the doors inoperable.
- Some of the original hardware has been removed from the exterior wood paneled doors.
- Residential type sliding glass doors have been added to the interior side of the sliding freight doors. To install these doors, the wall framing was also modified.



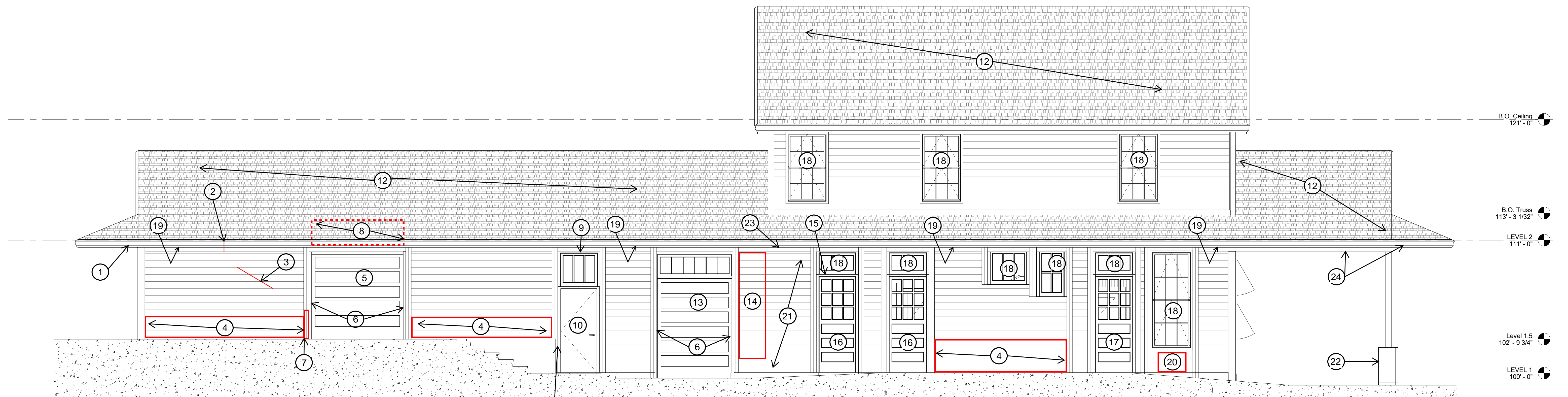
- One interesting modification is the possible removal of a large window on the west side of the Freight Room at the platform. The original plans show this window, but the original exterior elevation does not indicate that the window was ever installed. From the building interior, there are two heavy

metal shutters that appear to cover openings in the wall that may have been windows.

- The original fire barrels (2) and wall hung fire ladder have been removed from the west side of the building.
- The three original chimneys have been removed from the roof.



- Surrounds have been added to each of the three columns at the front of the building, presumably for protection.
- Informational and directional signage has been added to the building exterior.



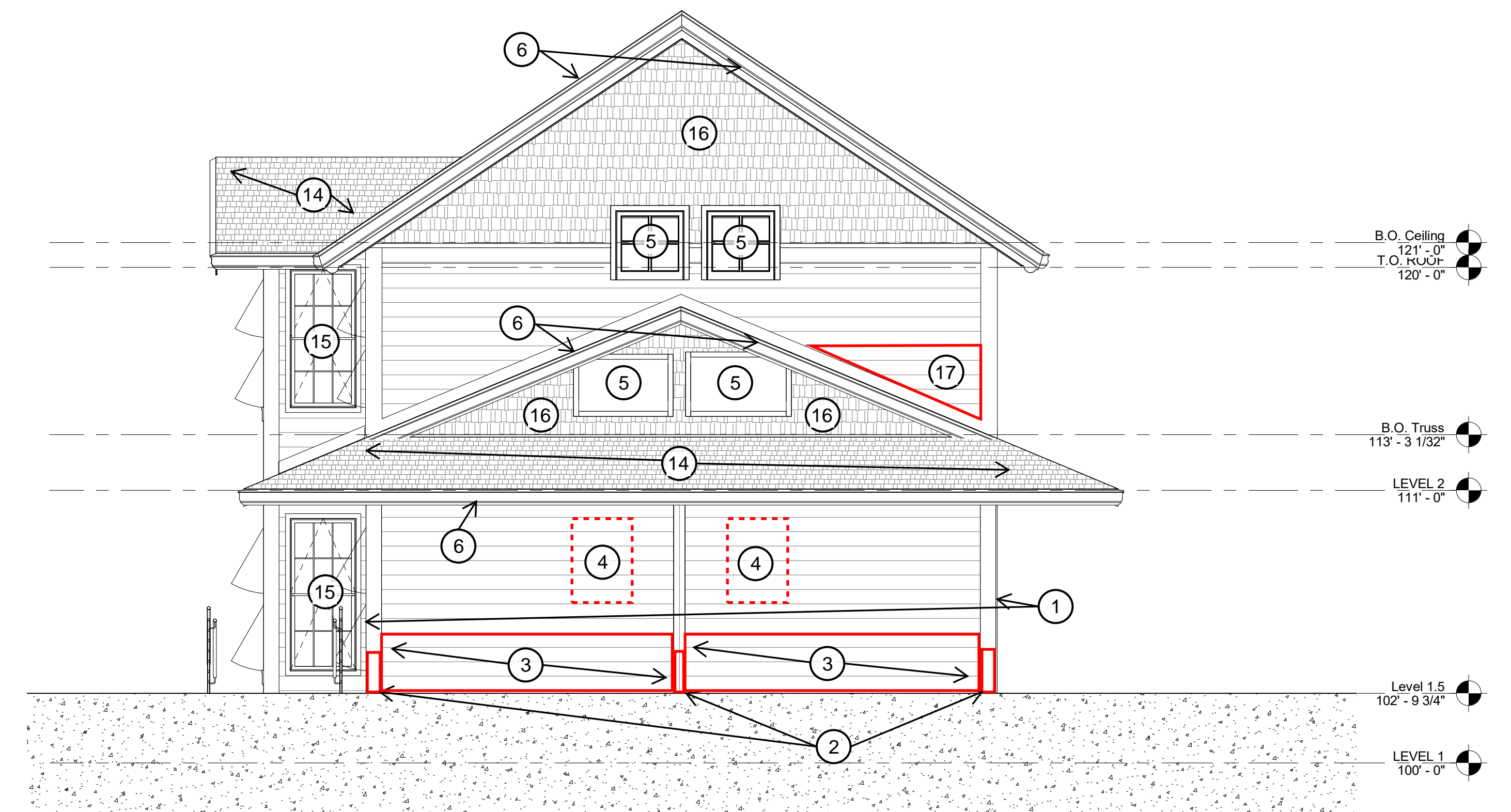
SHEET NOTES:

1. GAP AT TRIM UNDER ROOF. FILL
2. CRACK IN TRIM. FILL CRACK.
3. CRACK IN SIDING. REPAIR SIDING
4. DRYROT EVIDENT IN SIDING BOARDS. REPLACE BOARDS.
5. ORIGINAL PAINTED WOOD FREIGHT DOOR HUNG ON METAL TRACK IN WALL POCKET. ORIGINAL HARDWARE REMAINS. UNCLEAR IF DOOR IS COMPLETELY OPERATIONAL AND LOCKS. TRACK IS BENT. HARDWARE IS PAINTED. WOOD INSET PANELS IN DOOR HAVE DRY ROT. REPLACE WOOD INSET PANELS, RESTORE DOOR, RESTORE HARDWARE AND REPLACE NON-FUNCTIONAL PIECES. REPLACE WOOD THRESHOLD.
6. LOSE METAL CORNER GUARDS. RESECURE.
7. DRYROT AT BOTTOM 1/3 OF PAINTED WOOD DOOR CASING. REPLACE SECTION OF DOOR CASING WITH WOOD (CEDAR) TO MATCH SIZE OF EXISTING CASING.
8. ORIGINAL PAINTED WOOD WINDOW WITH METAL BARS ABOVE DOOR (NOT SHOWN). ORIGINAL GLASS. WINDOW IS GENERALLY IN GOOD CONDITION WITH SOME WEAR AND PEELING PAINT. SEE RECOMMENDATIONS FOR RESTORATION OF WOOD WINDOWS.
9. LOSE TRIM AT WINDOW HEAD. RESECURE.
10. ORIGINAL PAINTED WOOD DOOR WITH ORIGINAL KNOB AND HINGES. OTHER HARDWARE IS NON-ORIGINAL. DOOR IS IN POOR CONDITION ON THE EXTERIOR. REPLACE DOOR WITH REPLICATED TO MATCH EXISTING. RESTORE EXISTING HARDWARE AND PROVIDE NEW REPLICATED HARDWARE.
11. DAMAGED CASING. REPAIR WOOD.
12. NON-ORIGINAL ASPHALT SHINGLE ROOF. LOOKS TO BE AT THE END OF ITS LIFE. REPLACE.
13. ORIGINAL PAINTED WOOD FREIGHT DOOR HUNG ON METAL TRACK IN WALL POCKET. ORIGINAL HARDWARE REMAINS. UNCLEAR IF DOOR IS COMPLETELY OPERATIONAL AND LOCKS. TRACK IS BENT. HARDWARE IS PAINTED. WOOD INSET PANELS IN DOOR HAVE DRY ROT. THRESHOLD IS DAMAGED. REPLACE WOOD INSET PANELS, RESTORE DOOR, RESTORE HARDWARE AND REPLACE NON-FUNCTIONAL PIECES. REPLACE WOOD THRESHOLD. REPAIR DAMAGED WOOD CASING AND FRAME.

SHEET NOTES...CONT:

14. NON-ORIGINAL PIPE CHASE. KEEP IN PLACE UNLESS PIPES ARE REROUTED.
15. NON-ORIGINAL PIECE OF WOOD TRIM. REMOVE AND REPLACE WITH TRIM TO MATCH ADJACENT.
16. ORIGINAL PAINTED WOOD paneled door with non-original hardware. ORIGINAL GLASS AND TRANSOM ABOVE. GENERALLY, DOOR AND WINDOW ARE IN GOOD CONDITION. THRESHOLD IS DAMAGED. REFINISH DOOR AND HARDWARE, AND REPLACE THRESHOLD.
17. ORIGINAL PAINTED WOOD paneled door is in poor condition. REPLACE DOOR. REFINISH ANY ORIGINAL HARDWARE AND PROVIDE REPLICATED NEW HARDWARE.
18. ORIGINAL PAINTED WOOD WINDOW WITH ORIGINAL GLASS. WINDOW IS GENERALLY IN GOOD CONDITION WITH SOME WEAR AND PEELING PAINT. REFINISH WINDOW.
19. ORIGINAL PAINTED WOOD SOFFIT PANELING EAVE IS SHOWING SIGNS OF WEAR AND PEELING PAINT, TYP. REFINISH SOFFIT PANELING.
20. PIPE ACCESS. PROVIDE INSULATION AND SECURE PANEL.
21. DAMAGED SIDING AND PEELING PAINT FROM HEAT OF ADJACENT UNITS. REPLACE DAMAGED SIDING AND RESTORE REMAINING SIDING.
22. NON-ORIGINAL COLUMN SURROUND.
23. DAMAGED WOOD TRIM. REPLACE WITH NEW TO MATCH EXISTING.
24. CRACKING AT EAVE TRIM AND BEAM BEHIND. REPAIR.

1 South Elevation
1/4" = 1'-0"



1 EAST ELEVATION
1/4" = 1'-0"

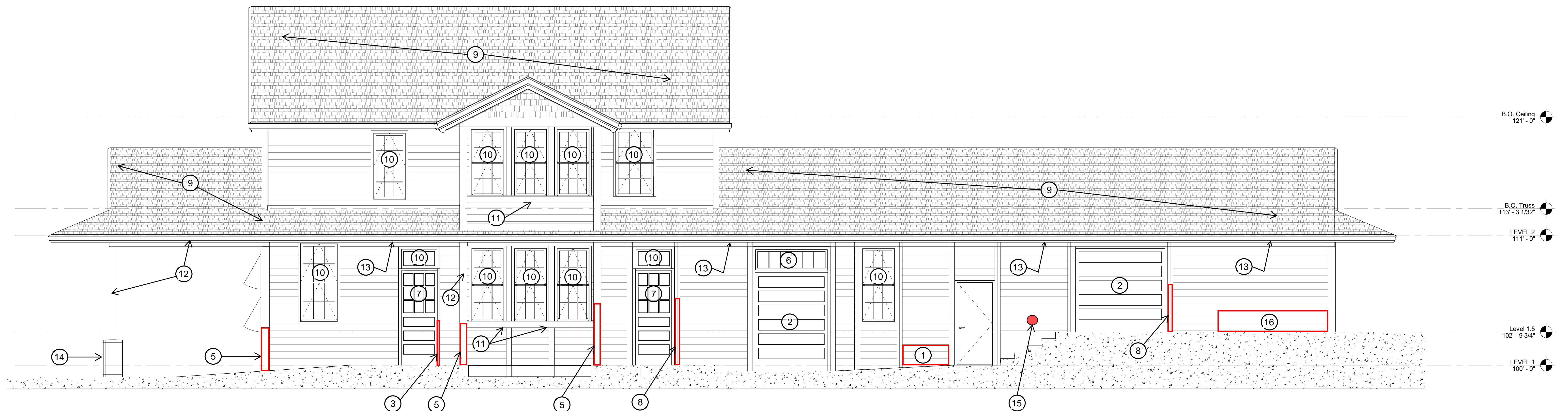
SHEET NOTES:

1. LOSE METAL CORNER GUARDS. RESTORE.
2. DRYROT AT BOTTOM 1/3 OF PAINTED WOOD TRIM. REPLACE SECTION OF TRIM WITH WOOD (CEDAR) TO MATCH SIZE OF EXISTING CASING
3. DRYROT EVIDENT IN LOWER 1/3 OF SIDING AND BASEBOARD. THIS AREA SHOULD BE REFINISHED, AND ROTTEN BOARDS PARTIALLY OR FULLY REPLACED. WHEN THE WORK IS EXECUTED, THE CONTRACTOR SHALL CAREFULLY EXAMINE THE DAMAGE AND PROVIDE A REPLACEMENT PLAN.
4. POTENTIAL LOCATION OF WINDOWS BEHIND SIDING. VERIFY FROM BUILDING INTERIOR IF WINDOWS EXIST.
5. ORIGINAL WOOD WINDOWS WITH SECURITY BARS. BASED ON EXAMINATION FROM THE GROUND LEVEL, IT LOOKS LIKE THE WINDOWS ARE ROTTED AND SHOULD BE REPLACED. A CUSTOM WINDOW FABRICATOR CAN VERIFY THE EXTENT OF DAMAGE IN THE FIELD AND RECOMMEND REPLACEMENT OF THE WINDOW SASHES AND POSSIBLY THE SURROUNDING FRAME.
6. EAVE TRIM IS SHOWING SIGNS OF DRYROT AND SHOULD BE REPLACED. FABRICATE NEW TRIM TO MATCH EXISTING AND REPLACE.
7. DAMAGED WOOD TRIM. REPLACE.
8. EAVE TRIM IS SEPARATING AT CORNERS AND JOINTS. REPAIR, SEAL, AND RESECURE.
9. CORNER OF BEAM IS SHOWING SIGNS OF DRYROT. REPAIR AND STRUCTURALLY REINFORCE, AS REQUIRED.
10. ORIGINAL WOOD ATTIC VENT. RESTORE.
11. TRIM BOARD IS SHOWING SIGNS OF DRYROT. REPLACE.
12. NON-ORIGINAL COLUMN SURROUNDS.

SHEET NOTES:

13. ORIGINAL WOOD SHINGLES ARE GENERALLY IN GOOD CONDITION AND SHOULD BE RESTORED.
14. NON-ORIGINAL ASPHALT SHINGLE ROOF. IT APPEARS THAT THIS ROOF IS AT THE END OF ITS LIFE AND SHOULD BE REPLACED.
15. ORIGINAL PAINTED WOOD WINDOW WITH ORIGINAL GLASS, HARDWARE, AND ROPE & PULLEY. WINDOW IS GENERALLY IN GOOD CONDITION WITH SOME WEAR AND PEELING PAINT. UNABLE TO VERIFY IF WINDOW IS OPERABLE.
16. ORIGINAL WOOD SHINGLES ARE SHOWING SIGNS OF DRYROT. BASED ON THIS UNIQUE HISTORIC NATURE OF THIS FEATURE, IT WOULD BE RECOMMENDED TO RESTORE AS MUCH OF THE SHINGLES AS POSSIBLE. HOWEVER, IT MAY BE NECESSARY TO REPLACE SOME OF THEM.
17. DRYROT EVIDENT IN SIDING BOARDS. REPLACE BOARDS.

2 WEST ELEVATION
1/4" = 1'-0"



1 North Elevation
1/4" = 1'-0"

SHEET NOTES:

1. DRYROT EVIDENT IN SIDING BOARDS. REPLACE BOARDS.
2. ORIGINAL PAINTED WOOD FREIGHT DOOR HUNG ON METAL TRACK IN WALL POCKET. ORIGINAL HARDWARE REMAINS. UNCLEAR IF DOOR IS COMPLETELY OPERATIONAL AND LOCKS. TRACK IS BENT. HARDWARE IS PAINTED. WOOD INSET PANELS IN DOOR HAVE DRY ROT. THRESHOLD IS DAMAGED. REPLACE WOOD INSET PANELS, RESTORE DOOR, RESTORE HARDWARE AND REPLACE NON-FUNCTIONAL PIECES. REPLACE WOOD THRESHOLD. REPAIR DAMAGED WOOD CASING AND FRAME.
3. DRYROT AT BASE OF PAINTED WOOD DOOR CASING AND/OR FRAME. REPLACE SECTION OF DOOR CASING WITH WOOD TO MATCH SIZE OF EXISTING CASING. IN ADDITION, REFINISH WOOD AT HINGE LOCATIONS AND DUTCHMAN WOOD TO REINFORCE.
4. DRYROT AT BASE OF WOOD TRIM. REPLACE SECTION OF TRIM WITH WOOD TO MATCH SIZE OF EXISTING TRIM.
5. DRYROT AT BASE OF WOOD COLUMN. STRUCTURALLY REPAIR COLUMN TO MATCH EXISTING.
6. ORIGINAL PAINTED WOOD WINDOW WITH METAL BARS ABOVE DOOR (NOT SHOWN), ORIGINAL GLASS. WINDOW IS GENERALLY IN GOOD CONDITION WITH SOME WEAR AND PEELING PAINT. SEE RECOMMENDATIONS FOR RESTORATION OF WOOD WINDOWS.
7. ORIGINAL PAINTED WOOD DOOR WITH SOME ORIGINAL HARDWARE. OTHER HARDWARE IS NON-ORIGINAL. DOOR IS GENERALLY IN GOOD CONDITION. RESTORE WOOD DOOR AND ORIGINAL HARDWARE. PROVIDE REPLICATED HARDWARE FOR MISSING PIECES.
8. DAMAGED DOOR CASING. REPAIR WOOD.
9. NON-ORIGINAL ASPHALT SHINGLE ROOF. LOOKS TO BE AT THE END OF ITS LIFE. REPLACE.
10. ORIGINAL PAINTED WOOD WINDOW WITH ORIGINAL GLASS. WINDOW IS GENERALLY IN GOOD CONDITION WITH SOME WEAR AND PEELING PAINT. REFINISH WINDOW.

SHEET NOTES:

11. DAMAGED WINDOW CASING AT SILL. REPLACE TRIM PIECE TO MATCH EXISTING.
12. NON-ORIGINAL GUTTER AND DOWNSPOUT HAS BEEN ADDED TO THE FACE OF THE EAVE TRIM AT THE PUBLIC ENTRANCE LOCATION.
13. ORIGINAL PAINTED WOOD SOFFIT PANELING EAVE IS SHOWING SIGNS OF WEAR AND PEELING PAINT, TYP. REFINISH SOFFIT PANELING.
14. NON-ORIGINAL COLUMN SURROUND.
15. GAP AROUND DEVICE IN WALL. SEAL AROUND GAP TO PREVENT BUG AND WATER INTRUSION.
16. SEAL OPEN JOINTS IN SIDING

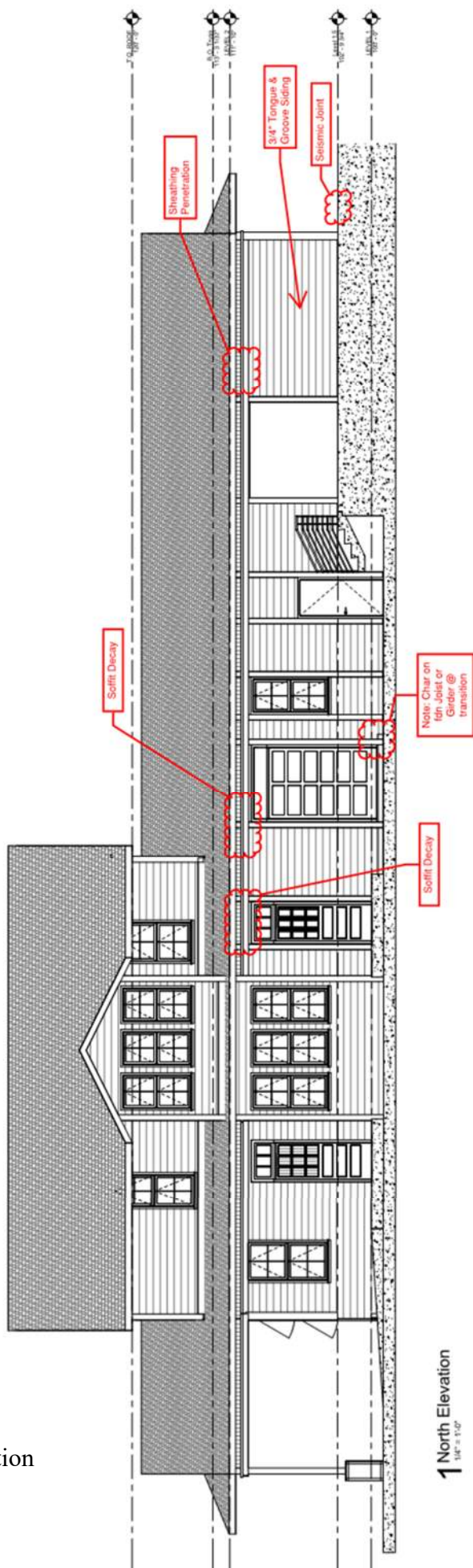


Figure 1: North Elevation

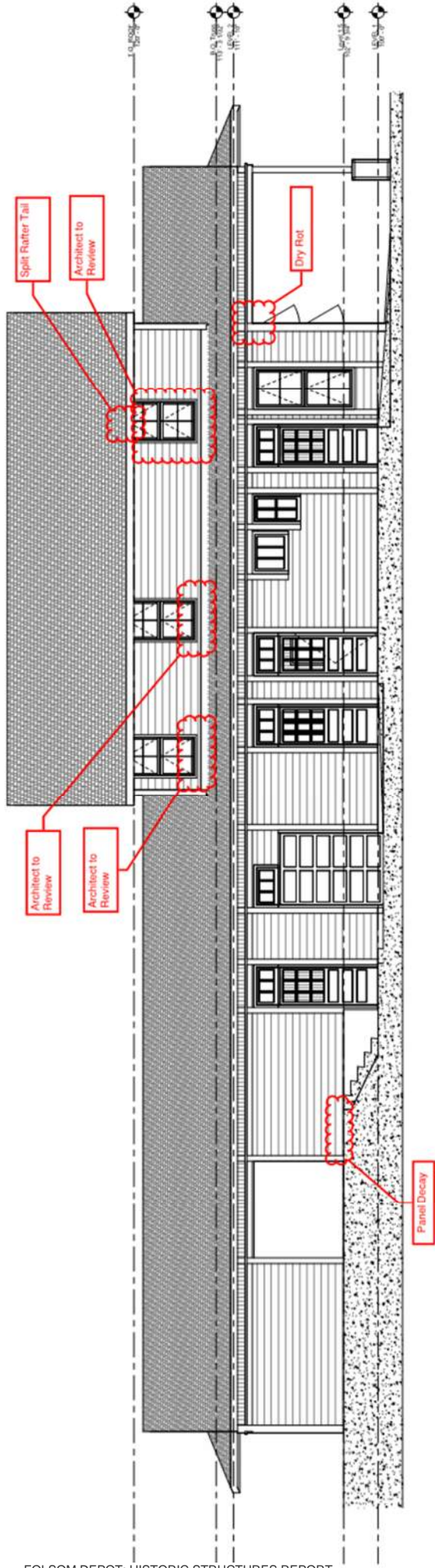


Figure 2: South Elevation

1 South Elevation
1/4" = 1'-0"

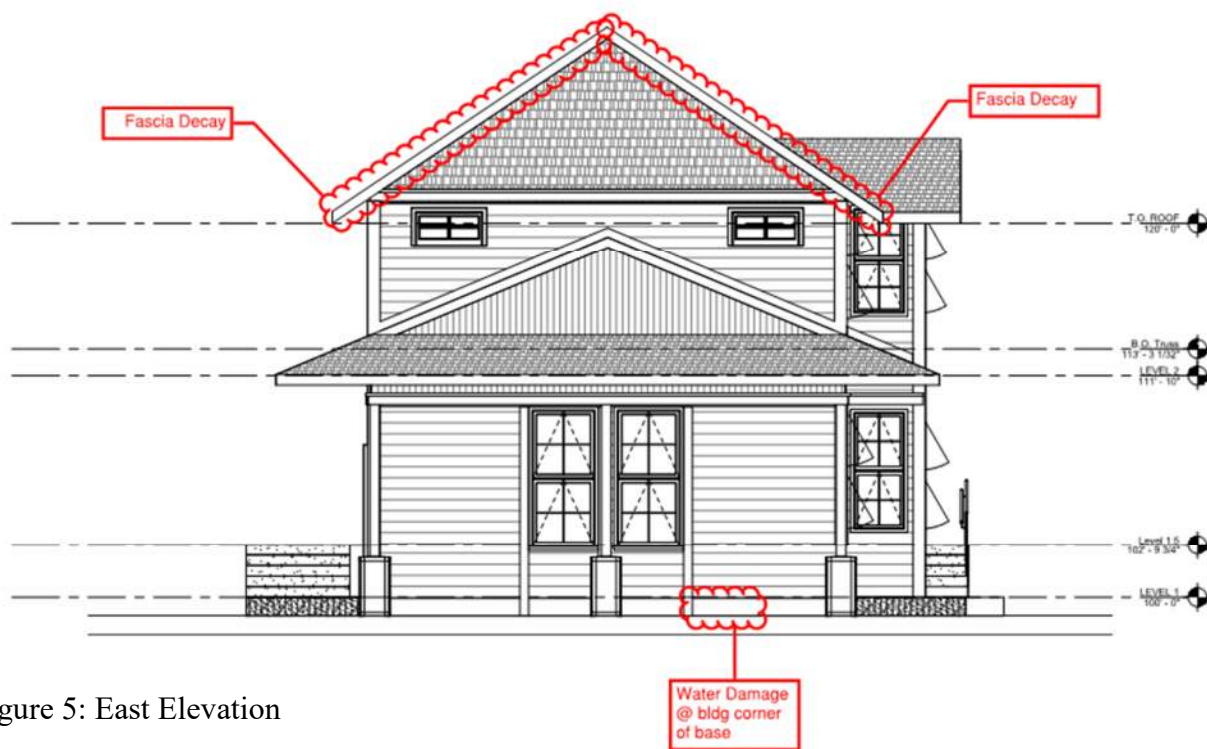


Figure 5: East Elevation

102_EAST ELEVATION
1/4" = 1'-0"

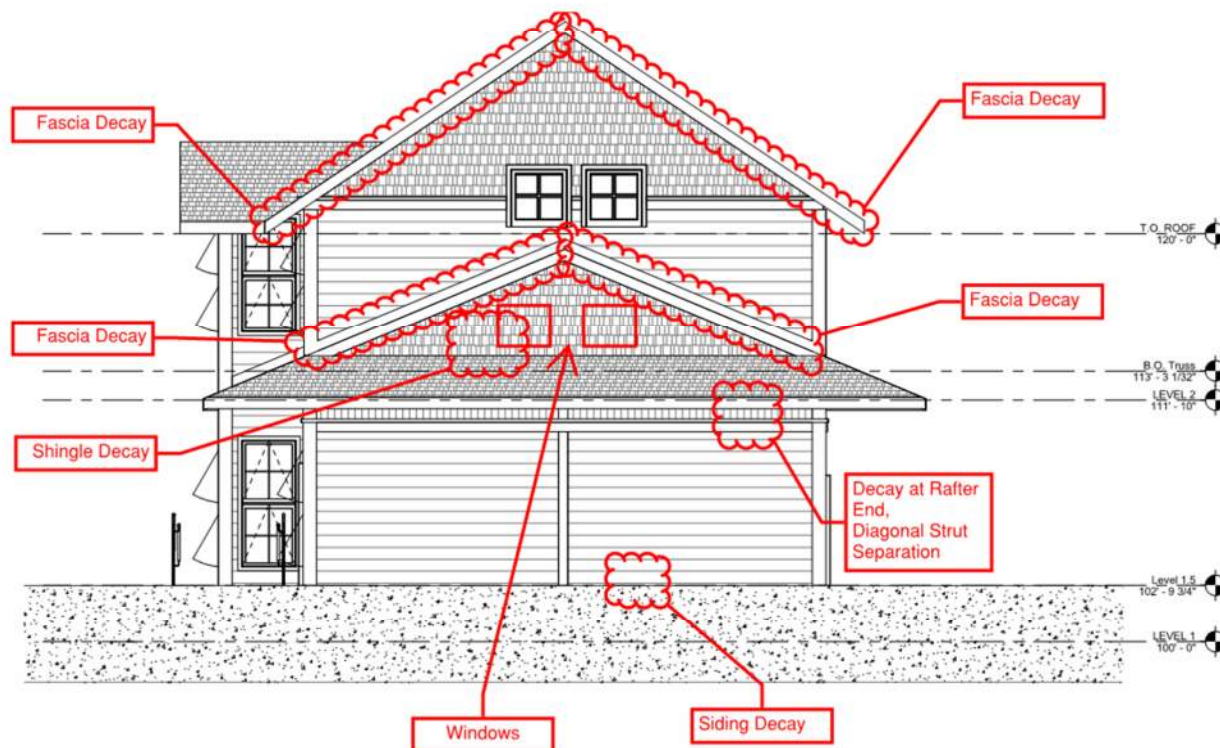


Figure 4: West Elevation

204_WEST ELEVATION
1/4" = 1'-0"

Recommendations

ARCHITECTURAL RECOMMENDATIONS FOR FINISHES AND FEATURES

The general conclusions and recommendations found in this section address the specific historic preservation findings, conditions, and recommendations that shape plans and policies for future projects and maintenance.

The Folsom Depot building is an excellent example of Southern Pacific Railroad architecture. Although, plagued by two fires, and numerous renovations to reflect the needs of the time, the building, its spaces and features, remain remarkably intact. Set in a railroad setting with two lines, three cars, and the remnants of the turntable, the building and site offer visitors an opportunity to step back in time and connect to the historically significant Southern Pacific Railroad Line. Many of the Depots of its time have been neglected, removed, moved, or changed into a new type of structure. Maintaining the historic depot building and surrounding site will continue to contribute to the Folsom Historic District, and culture of the surrounding area.

Recommendations:

The overall building and site remain in good condition. The following lists some of the key condition issues for the building.

Landscaping:

Originally, the building was flanked by eucalyptus trees. Little else is known about the plantings on the site, but since this was an industrial area, it is assumed that the area did not have extensive landscaping. Today, the building is nicely landscaped with low hedges and trees, with other features such as grass and boulders. Since the function of the building has changed from a working train depot to a business with surrounding grounds for gathering, the current landscaping is appropriate. We would recommend that plantings are not allowed to grow on the building, and the remaining railroad tracks are kept weed free.

Site:

The Folsom Depot has become a focal point within the historic district. With a public plaza for gathering and a tiered amphitheater with stage for performances, the area is very vibrant using the depot as a backdrop. The property is also significant as the site of the terminus of the Sacramento Valley Railroad. The original walkways and freight loading dock have been replaced with concrete walkways and a series of stairs and ramps for code compliance and accessibility. Some of these features have been attached directly to the building, and most likely original materials were removed during the construction. Together, the site, tracks, railroad cars, and turntable, all contribute to the historical significance, and we would recommend maintaining all of these elements together within the site. Future construction should not directly attach to the building, nor block views to the building from the street. In the future, additional signage could be added to tell the history of the depot and the site.

Roof:

Per historic documentation, this building would have had a wood shingle roof with ridge vent, painted moss green. The existing roof is an asphalt shingle roof that looks like it is nearing the end of its life. There are signs of moisture penetration from the building interior, but it's unclear when that occurred.

A weathertight roof is critical to the preservation of the building. We would recommend that the existing roof be removed and replaced with a new roof to resemble the historic roof. The most historic sensitive solution would be to replace it with a new painted wood shingle roof. However, due to potential fire and maintenance concerns, it would be acceptable to consider a synthetic shingle roof. The alternative material should match as closely as possible the scale, texture, and coloration of the historic roofing material. Refer to the US Department of the Interior Preservation Brief 4: Roofing for Historic Buildings for additional information.

Exterior Wood Siding:

Most of the original exterior painted wood siding remains on the building. It is a 1x8 rustic drop siding. This is a character defining feature of the building which we would recommend maintaining. Much of this siding is still in good condition. All of the siding should eventually be repaired, refinished, and repainted. In some locations, the siding is showing signs of dry rot and should be replaced. Where the siding is missing, it should also be replaced. Replacement siding should match the shape, size, and wood species of the original siding. The 1x8 rustic drop siding was very common at the time the Folsom Depot was constructed. There are numerous lumber stores that have the replicated siding. One of which is The Rustic Lumber Store in Louisville, NE. However, California also has many fabricators who can replicate the siding.

In addition to the siding there are numerous areas of wood trim and detailing – ie. eave trim, corner trim, soffit paneling, and eave bracketing. This material should also be retained, repaired, and refinished whenever possible. Where the wood needs to be replaced due to dry rot or other damage, it should resemble the shape and wood species of the original wood.

Some repair and maintenance techniques that would be recommended are:

- Maintaining a painted surface on wood members so that bare wood is not exposed to the elements
- Using hand stripping as well as chemical strippers to remove old, deteriorated paint
- Repainting with colors appropriate to the historic building
- Repairing wood whenever possible with patching, dutchman (piecing-in), or reinforcing whenever possible
- Replacing deteriorated wood with new wood to match existing shape, style and species
- Replicating missing elements
- Not adding new elements that were never part of the original design, unless part of an accessible or life safety strategy
- Implementing an integrated pest management plan to identify appropriate preventative measures to guard against insect damage. This will start with performing a termite inspection as recommended in the structural recommendations

Refer to the US Department of the Interior Preservation Brief 47: Maintaining the Exterior of Small and Medium Size Historic Buildings.

Exterior Freight Doors:

The Folsom Depot has all four of its original wood rolling freight doors remaining on the building exterior. These doors are some of the most important character defining features of the historic working depot and should be retained and restored. The doors vary in condition, and all should be refinished. Refer to condition survey for additional information. Some of the wood is deteriorated beyond the ability to repair and should be replaced with new wood components to match the existing wood configuration and species. The doors all maintain most of the original hardware. This hardware should be refinished, restored to working condition, and replaced where necessary. In addition, the existing thresholds should all be removed and replaced to match the existing.

With a change from a working depot to an office building, the freight doors became unusable with the current occupancy. Not only are they cumbersome to open, but they also prohibit code compliant exiting. We would recommend that the doors be made to working order, but are only closed when the building is unoccupied, or an alternate exiting solution is developed. In addition, each of these doors has an interior sliding glass door that has been installed in a secondary non-original wood framed wall. These sliding glass doors not only are unoriginal and non-code compliant, but their additional framing has also covered up or caused the removal of historic interior finishes. We recommend removing the sliding glass door and interior wall system, refinishing, and replacing historic interior wall materials, and installing a new storefront system in line with the exterior wall (or as close as possible) with code compliant exit doors.

Exterior Wood Doors and Hardware:

The historic wood doors and hardware on the building should be maintained, repaired, and refinished. The paint is peeling on many of the doors, and some are showing signs of dry rot. To keep moisture from further damaging the doors, the paint should be stripped, doors repaired and refinished, and repainted. The original hardware can also be refinished. A plan should be developed for replacement hardware, so that new hardware is unified around the building, and resembles the original style and finish. It is also important that the new hardware be code compliant. Originally, the exterior doors had knob style hardware which is not code compliant in modern day codes. Since the building is now used as a Business occupancy, it will be important that the building is easy to exit in the event of an emergency. There are options to do a combination knob-lever design so that the historic look is maintained with modern day functions.

Wood Windows:

Almost all of the original wood windows remain on the building and are in good condition. Most are double hung six over six lites. There are also a few fixed windows above doors and up high on the building. Based on this analysis, we recommend restoring the windows. However, it was observed that a few of the windows are damaged or showing signs of dry rot and will need significant repair or replacement. Any missing glass or hardware will also need to be replaced.

The design and craftsmanship of the historic windows make them worthy of preservation. The original intent of the windows was to provide natural light into the interior spaces, fresh air and ventilation, a

visual link to the outside and method of monitoring the rail lines, and an enhanced appearance of the building. Many of the windows appear to be inoperable. They may either be panted shut or the existing hardware does not function. This does provide for better security but takes away the ability to have fresh air and ventilation in the spaces. The existing mechanical system is a combination of a variety of units and does not appear adequate for the use of the building. Furthermore, the energy code has a fresh air requirement, and future construction should include a thorough evaluation of the existing system, and upgrade the mechanical system as required.

The following should be considered when refinishing the windows:

- A detailed review of each window should occur prior to refinishing the bulk of the windows. This review should document the condition of each window, the condition of the hardware, an inventory of historic vs new hardware, the condition of the frame and casing, the condition of the sill, and a documentation of the condition of the glass.
- Remove the interior and exterior paint
- Remove sash and repair
- Install new glazing as needed
- Repair wood frame and casing
- Remove old weather stripping and provide new
- Repair
- Refinish existing hardware and provide replicated hardware where needed
- All new parts and patches shall match existing

Refer to the US Department of the Interior Preservation Brief 9: The Repair of Historic Wooden Windows.

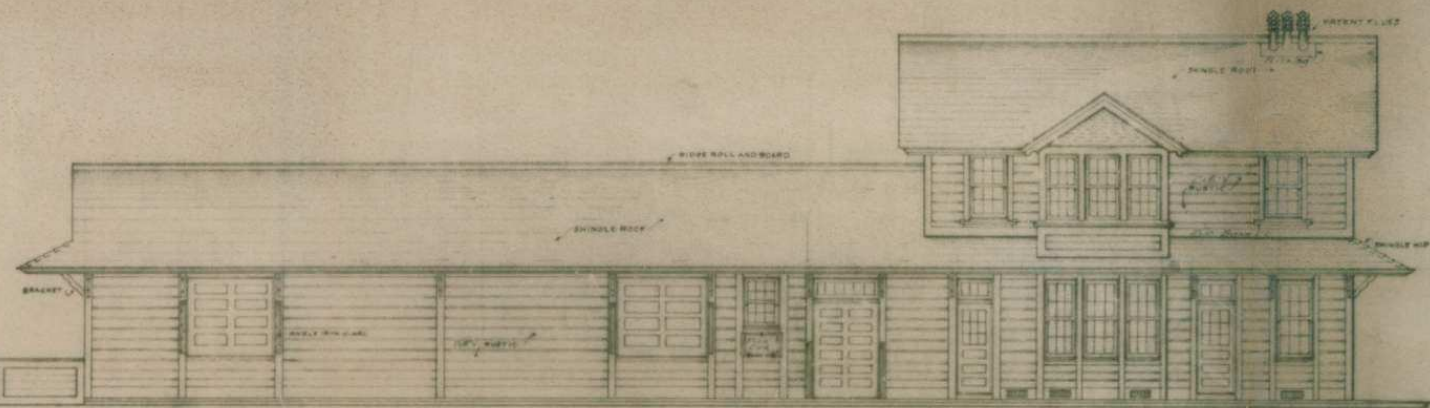
Interior Wood Floors:

The original flooring throughout the building was wood. Most of the spaces have 1"x4" T&G plank flooring. The freight room has 2"x12" plan flooring. Most of the original flooring exists throughout the building, but some of it has been covered with other finishes such as carpet or laminate. During future construction, the existing non-original flooring should be removed and the original flooring beneath surveyed for condition. We recommend refinishing all of the historic wood flooring and replacing missing or severely damaged wood flooring. In the freight room, the flooring is somewhat uneven. This is due to the wear and tear of the historic flooring, enlarged joints between planks, pieces of debris lodged in the planks, and loose boards.

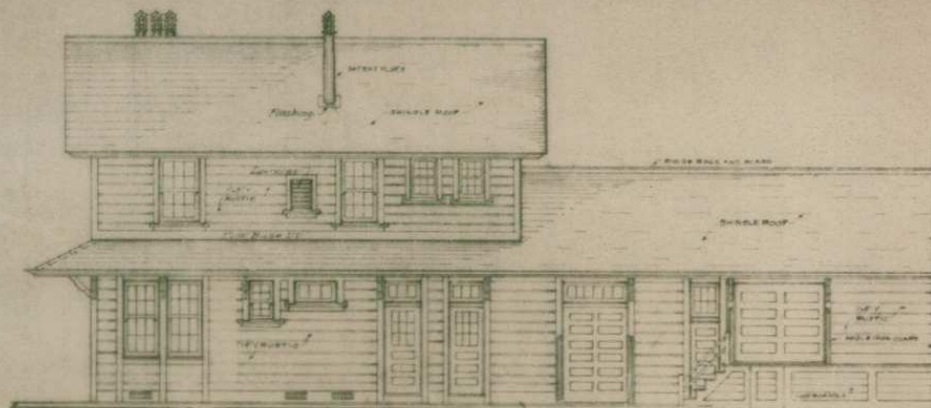
Restoration of the wood flooring would include the following:

- Removal of non-original finishes
- Removal of nails and carpet glue
- Secure loose boards.
- Replace splintered, damaged, or missing boards with like boards matching size, profile, and species
- Sand surfaces
- Infill cracks and nail holes
- Refinish with an oil based varnish or oil-based polyurethane

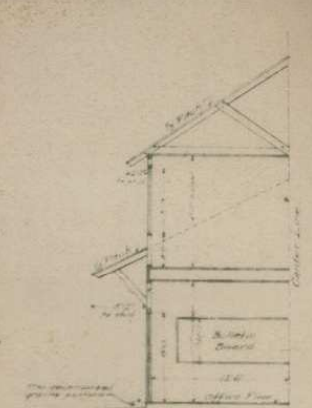
ORIGINAL BUILDING PLANS



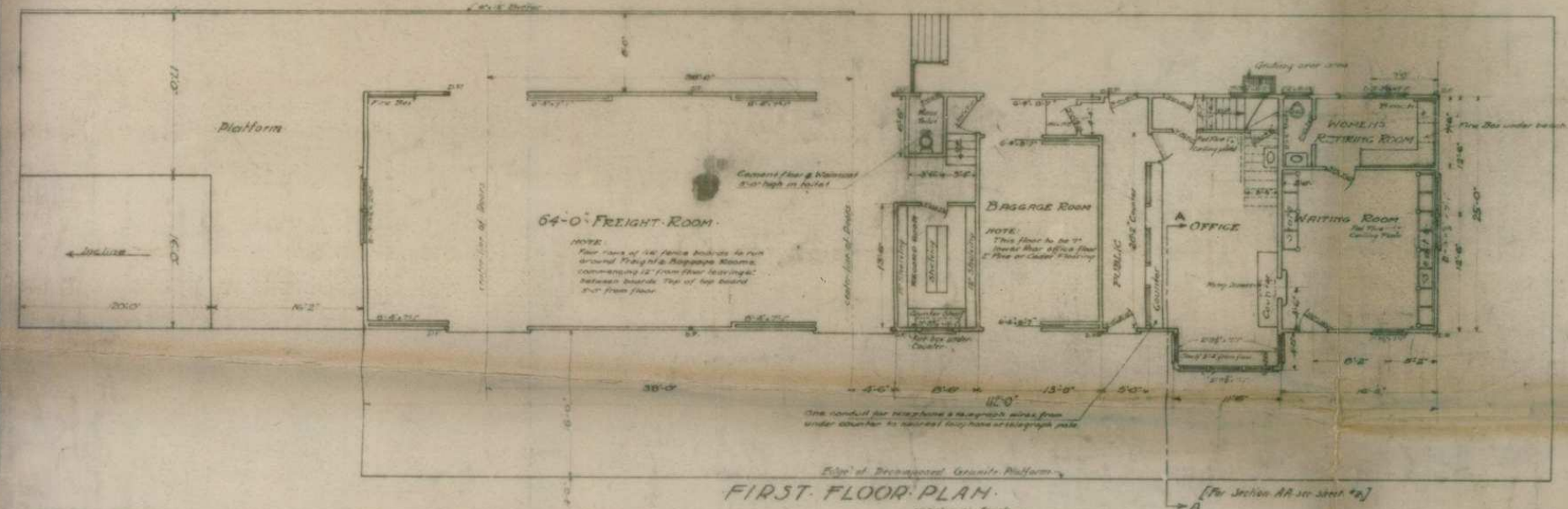
FRONT ELEVATION



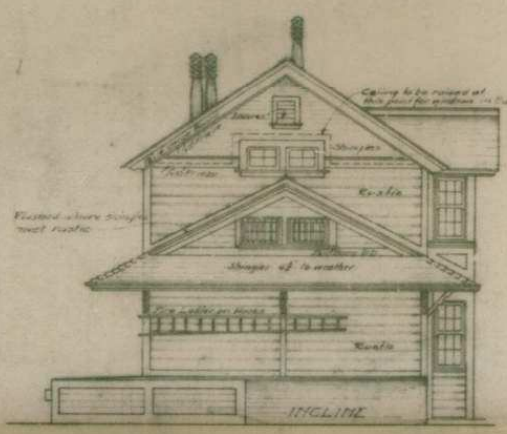
REAR ELEVATION



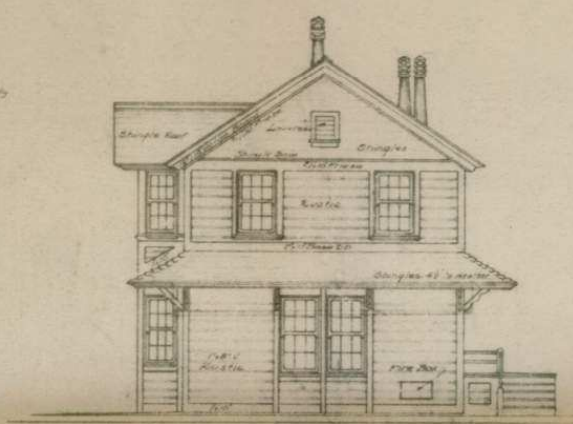
SECTION



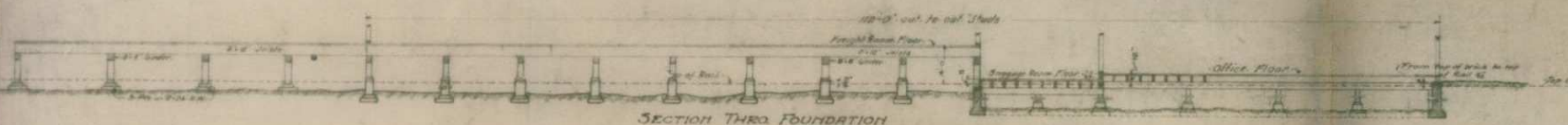
FIRST FLOOR PLAN



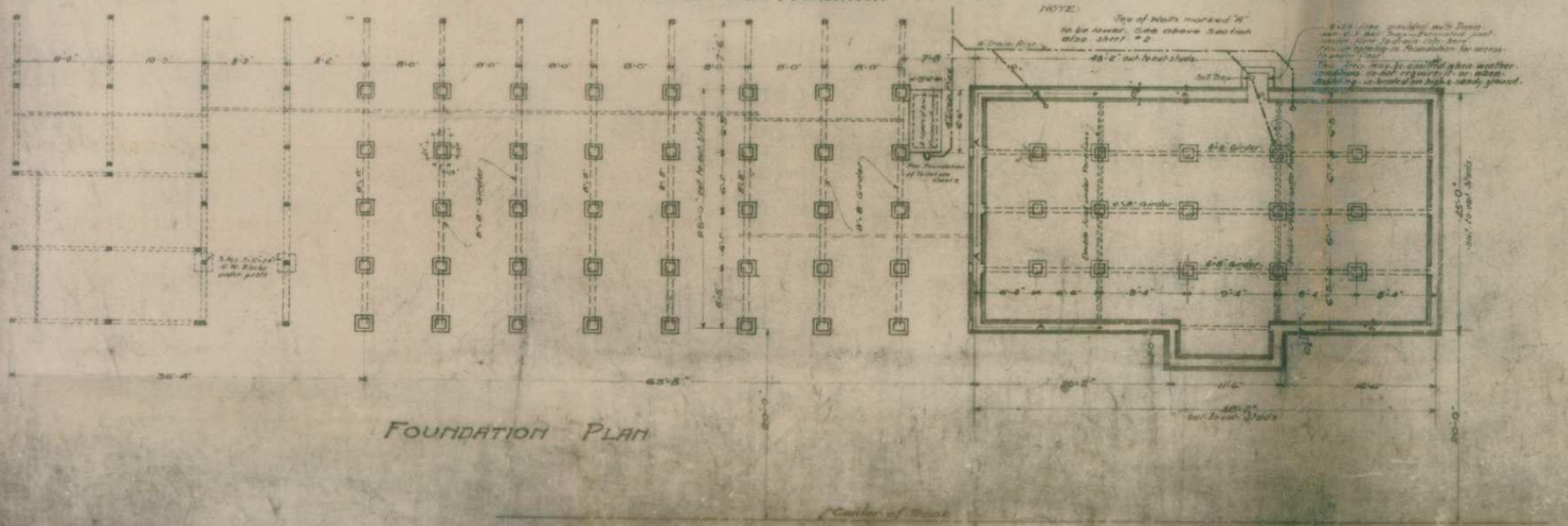
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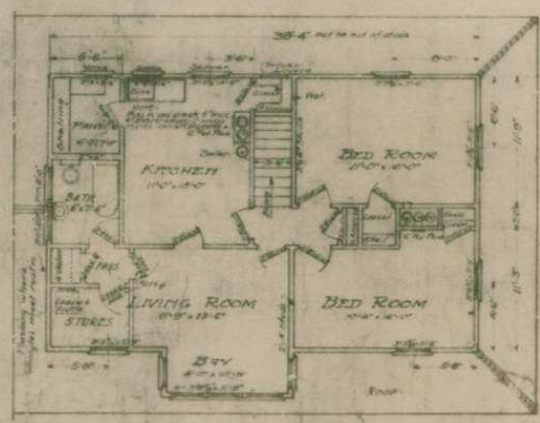
END ELEVATION



SECTION THRU FOUNDATION



FOUNDATION PLAN



SECOND FLOOR PLAN

DATE	LOCATION	REMARKS	BUILT BY
May 08	Dubuque - Cal.	64'-0" Freight Shed	Company Forces
Nov. 08	"	Bath Room Fisheries Ridge	"
June 08	Chatsworth - Cal.	42'-0" Freight Shed	Company Forces
Nov. 08	"	Bath Room Fisheries Ridge	"
Nov. 08	Chandler - Cal.	Changed See No. D 560	Company Forces
Apr. 09	Cottonwood - Cal.	64'-0" Freight Room	Company Forces
May 09	Farmington - Cal.	"	"
Jan. 10	Heber - Cal.	64'-0"	Contractor
"	P.H. - Cal.	42'-0"	"
"	Altamont - Cal.	42'-0"	"
Nov. 10	Monterey - Cal.	42'-0"	Company Forces
"	Patterson - Cal.	42'-0"	"
Feb. 10	McFarland - Cal.	64'-0"	Contractor
"	Los Molinos	42'-0"	Company
"	Castroville	64'-0"	Company
Feb. 10	Williams	42'-0"	"
Feb. 12	Zelzah	64'-0"	"
Sep. 12	McFarland	64'-0"	"
Sep. 12	Lemoore	64'-0"	"
Aug. 9	Red Rock	64'-0"	"

SOUTHERN PACIFIC COMPANY
COMBINATION STATION No. 22
AT

PLANS-ELEVATIONS & SECTIONS

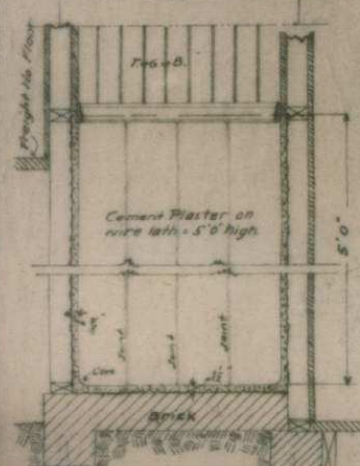
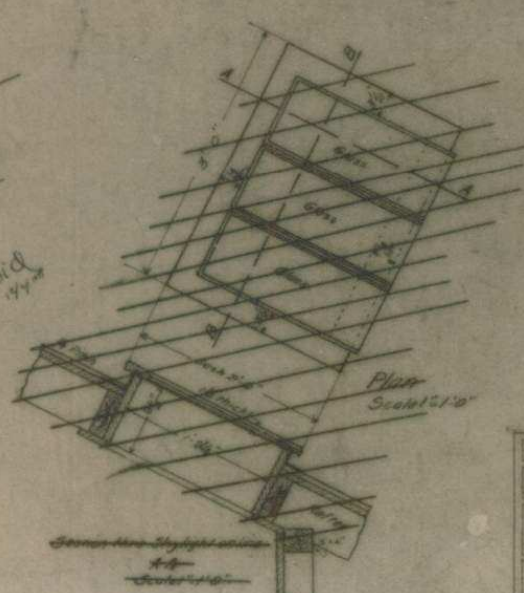
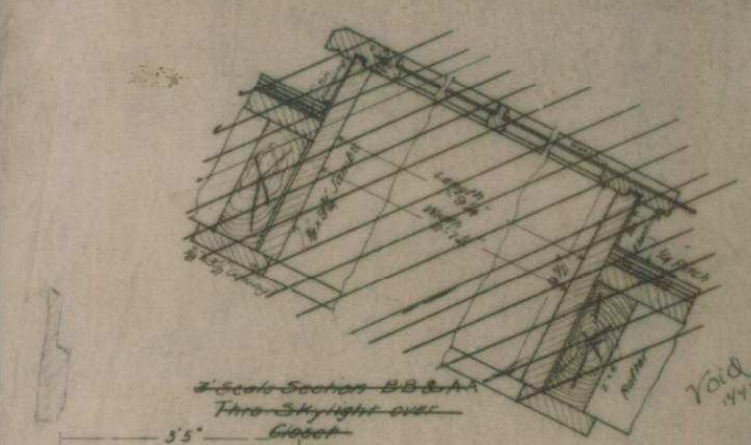
Scale 1/4"=1'-0" D.S.P. Re-traced Mar 17/11
Revised Aug 12, 1911 By E.M.R.

DATE	REVISED	DATE	REVISED

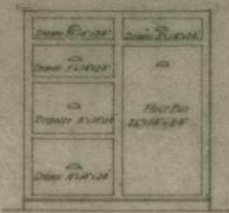
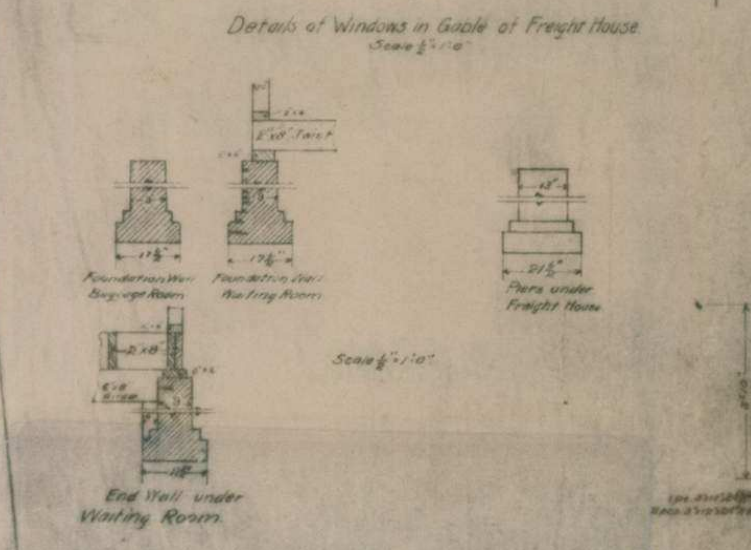
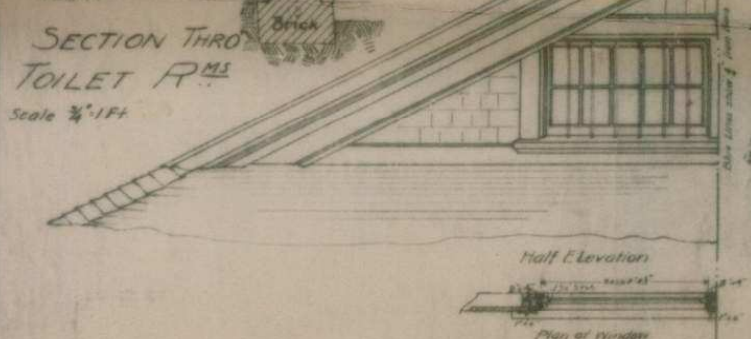
COMBINATION DEPOT No 22

Elevations, Sections and Details
Scale 1/8" = 1'-0"
Oct. 1906

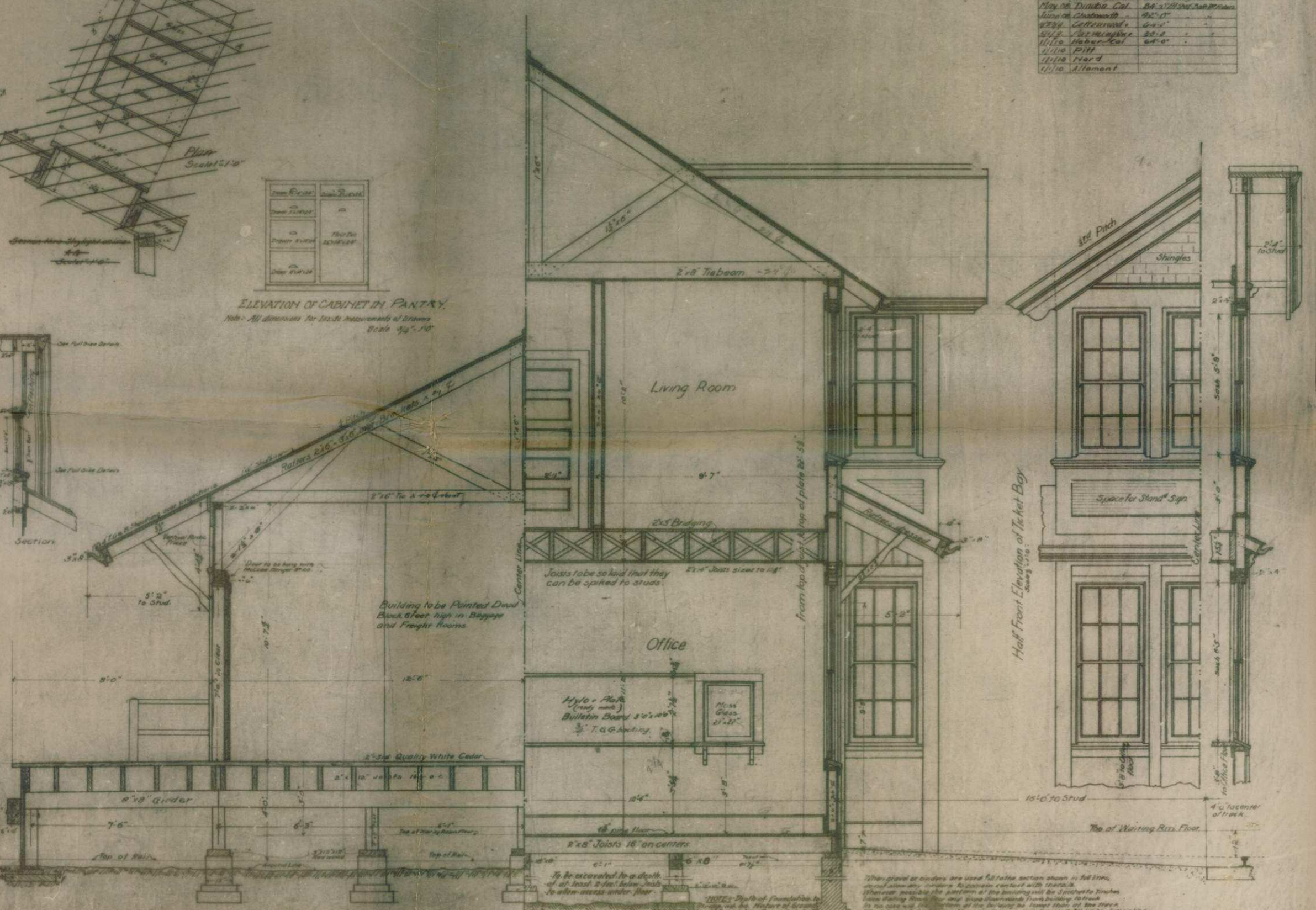
Date	Location	Remarks
Oct 20	Birmingham	2000 - Proposed
May 26	Dunbar, Cal.	84 - 2150 - 2000
June 20	Chattanooga	42 - 0
4234	Chattanooga	44 - 0
4112	Chattanooga	20 - 0
4112	Haber, Cal.	64 - 0
4112	Pitt	
4112	Herd	
4112	Attament	



NOTE
Sewer wire left on side of bottom of Toilet Rooms with wire staples. Then plaster with rich Portland Cement mortar for first coat. Second or finished coat to be mixed with "Red" Mortar stain. One part of stain to 7 parts of Mortar. Use "Red" mortar stain for Walls and "Gray" for Floor.
Add sufficient water with Spinner to make stiff mortar also add enough lime putty to make mortar work smooth.
The masonry to be divided up by vertical joints about 3' apart, made with a sharp tool, V shape.
The floor to be drained towards Door and "blocked off" about 1/8" square. Make a 2" cove at all corners.



ELEVATION OF CABINET IN PANTRY
Note - All dimensions for inside measurements of drawers
Scale 1/4" = 1'-0"

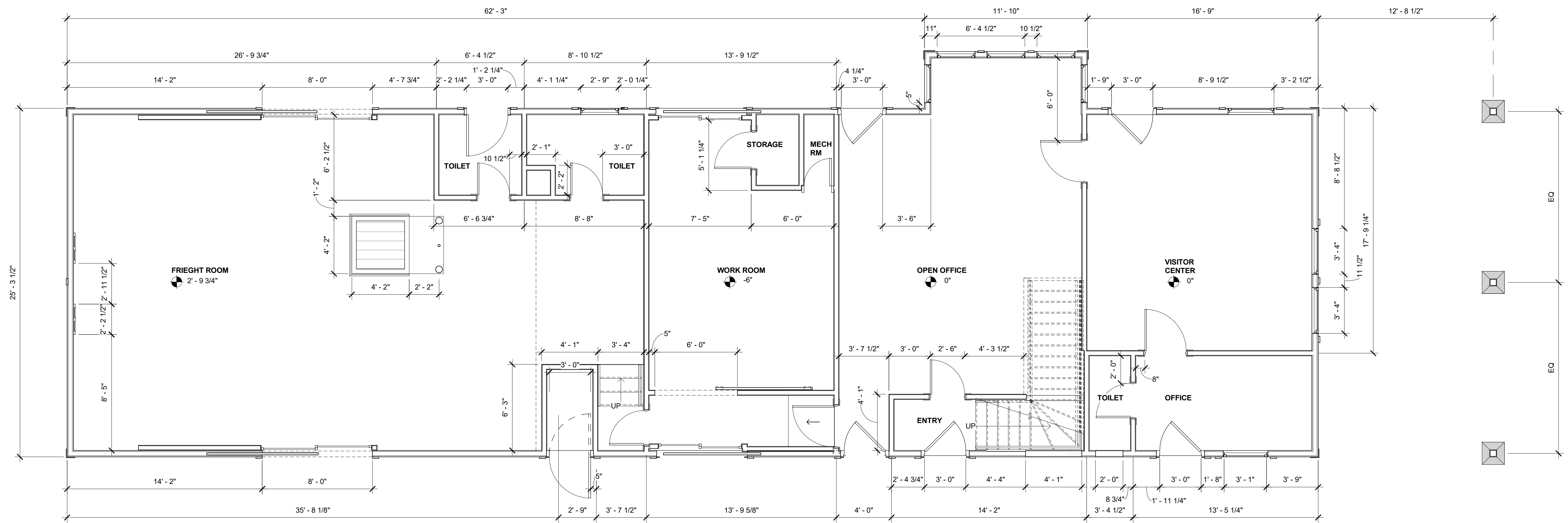


SECTION THRU FREIGHT HOUSE

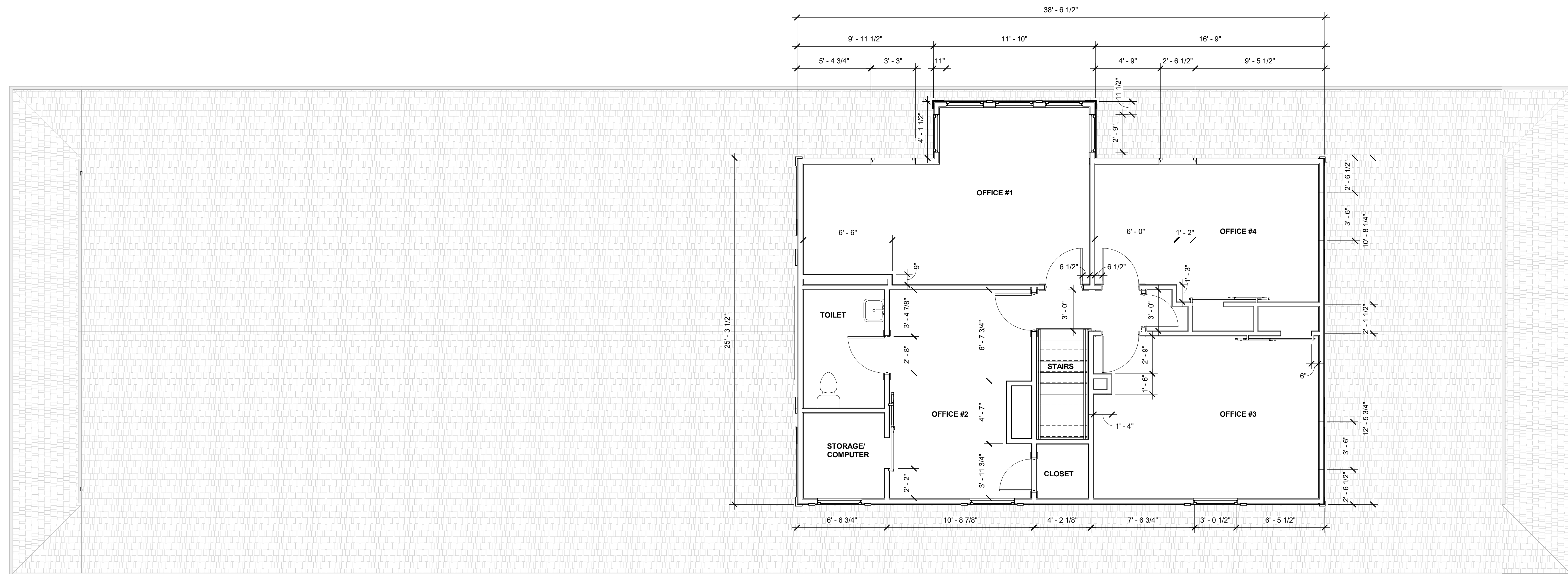
SECTION THRU TICKET OFFICE

Date	Revised	M-W-D
10/20/06		M-W-D
		Drawn by
		Checked by
		Drawn by

AS-BUILT PLANS AND ELEVATIONS



1 ASBUILT PLAN - LEVEL 1
1/4" = 1'-0" 



1 ASBUILT PLAN - LEVEL 2
1/4" = 1'-0"

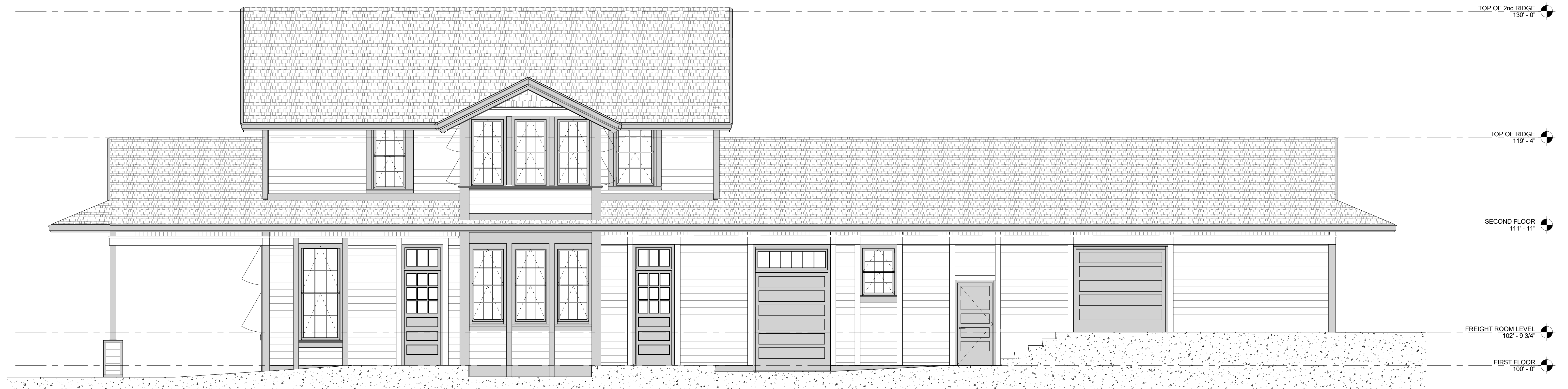




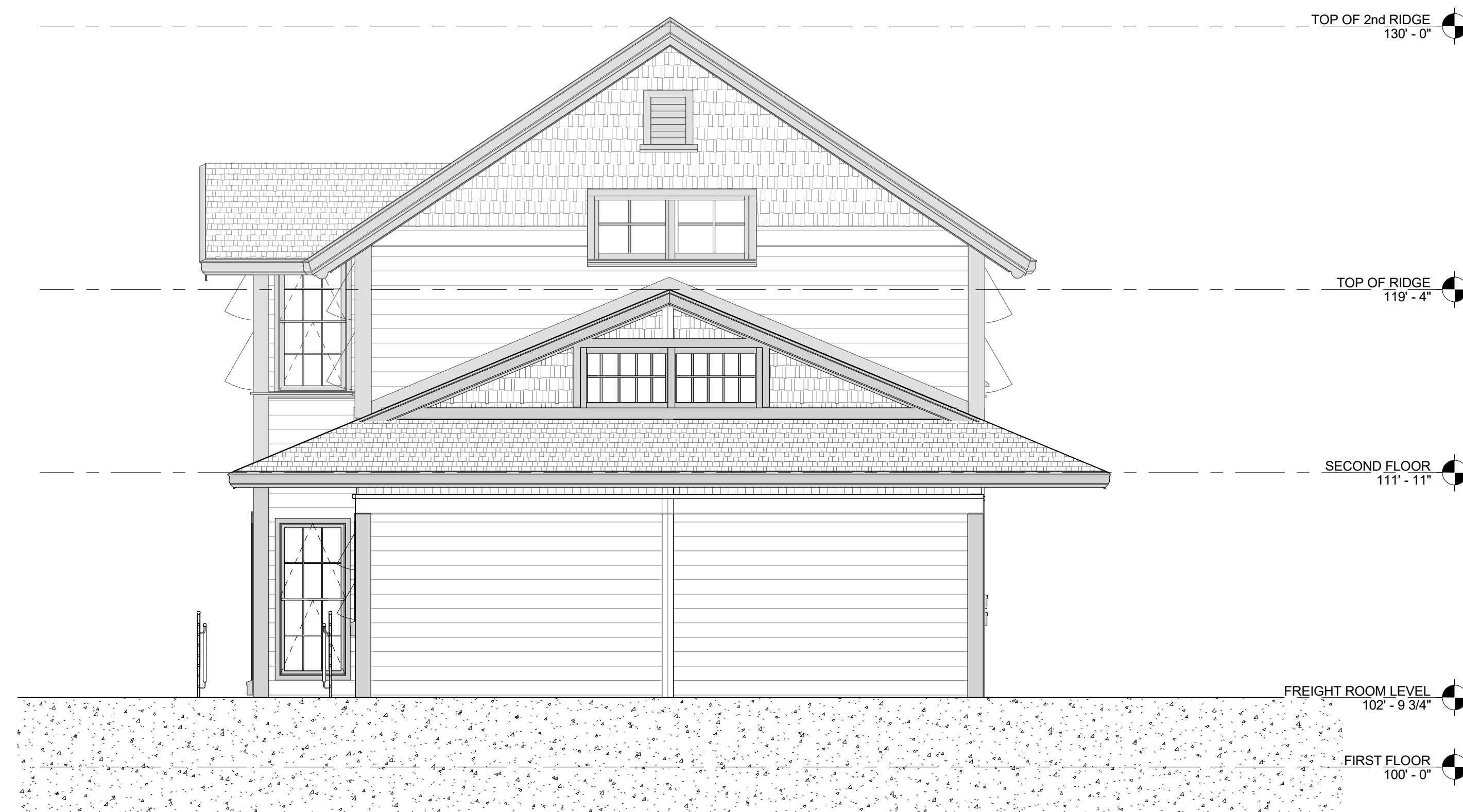
1 SOUTH ELEVATION
1/4" = 1'-0"



2 EAST ELEVATION
1/4" = 1'-0"



1 NORTH ELEVATION
1/4" = 1'-0"



2 WEST ELEVATION
1/4" = 1'-0"

Attachment 9 Public Comments

From: [JOAN WALTER](#)
To: [Josh Kinkade](#)
Cc: [Joe Gagioardi](#); mjrhfra@gmail.com; thehfra@gmail.com; [HPLBoard](#)
Subject: Re: Folsom Depot Door Replacement
Date: Tuesday, August 8, 2023 12:41:36 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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

Hi Josh,
The HFRA supports this project. Thanks for the opportunity to comment.
Joan Walter
HFRA Board Member

On 08/02/2023 4:56 PM PDT Josh Kinkade <jkinkade@folsom.ca.us> wrote:

All,

Please find the attached request for comments and submittal materials for the Folsom Depot Door Replacement Design Review. Please let me know if you have any comments by 8/16.

Thanks,



Josh Kinkade
Associate Planner

City of Folsom
50 Natoma Street, Folsom, CA 95630
jkinkade@folsom.ca.us
o:916-461-6209

www.folsom.ca.us



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Meeting
Date: October 4, 2023

Historic District Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: 405 Coloma Street Shed Demolition
File #: DRCL23-00104
Request: Demolition
Location: 405 Coloma Street
Parcel(s): 070-0120-027-0000
Staff Contact: Josh Kinkade, Associate Planner, 916-461-6209
jkinkade@folsom.ca.us

Applicant/Property Owner

Name: Anthony & Nerlhuys Wetzel
Address: 631 Hancock Drive
Folsom, CA 95630

Recommendation: Conduct a public meeting and upon conclusion, approve an application to demolish a 200-square-foot shed located at 405 Coloma Street (DRCL23-00104) based on the findings included in this report (Findings A-G) and subject to the attached conditions of approval (Conditions 1-6).

Project Summary: The proposed project includes the demolition of a 200-square-foot shed located at 405 Coloma Street. The property and structure are not listed on the City of Folsom’s Cultural Resource Inventory List, the California Register of Historical Resources or the National Register of Historic Places. The shed is not considered historically significant and contains no historically significant building materials. Therefore, staff supports the demolition of the structure.

Table of Contents:

- 1 - Description/Analysis
- 2 - Background
- 3 - Conditions of Approval
- 4 - Vicinity Map
- 5 - Site Plan
- 6 - Photographs of Existing Shed



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Meeting
Date: October 4, 2023

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1 DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicants, Anthony and Nerlhuys Wetzel, are proposing to demolish an existing 200-square-foot shed located at 405 Coloma Street. The age of the shed is unknown, but Sacramento County Assessor records indicate that the residence on the property was originally built in 1940. The earliest available aerial imagery showing the property with a residence on it is from 1953, and the shed had been constructed at that point. As such, staff concludes that the shed was likely constructed between 1940 and 1953.

POLICY/RULE

Section 17.52.660 of the FMC states that the demolition of a structure located in the Historic District is subject to the review and approval of the Historic District Commission. Before demolition is authorized, the applicant must provide documentation of the structure for the historical record, to the extent that the history of the structure is known to, or reasonably obtainable by, the applicant. If the structure is considered historically significant, the Historic District Commission shall consider several factors before authorizing the demolition. Section 4.13 of the Historic District Design and Development Guidelines (DDGs) explains that demolition of structures with historic value should be approved only when all other options have been exhausted by the property owner and the City. On the other hand, Section 4.13 also makes clear that demolition may be more readily approved for structures which do not comply with the goals, policies, and regulations of FMC Chapter 17.52 and the DDGs themselves.

ANALYSIS

The existing 200-square-foot shed proposed to be demolished (shown in the photographs in Attachment 6) consists of six-inch horizontal ship lap siding and vertical board-and-batten wood siding and an asphalt shingle roof. The structure is in poor structural condition. The structure is not considered historically significant (as described in detail in the Environmental Review section below) and contains no historically significant building materials. In addition, the residence, property and structure are not listed on the City of Folsom's Cultural Resource Inventory List, the California Register of Historical Resources or the National Register of Historic Places. Therefore, staff supports the demolition of the accessory structure.

Pursuant to FMC Section 17.52.660, prior to the authorization of demolition, the applicant is required to provide documentation of the structure for the historical record, including photographs of all sides of the structure, details of unique or representative construction features, and any history of the structure known to, or reasonably obtainable by, the applicant. The applicant has provided staff with information about the construction materials of the shed and the photographs provided in Attachment No. 6. As such, staff concludes that the applicant has met this requirement.

PUBLIC COMMENTS

A notice was posted on the project site five days prior to the Historic District Commission meeting of October 4, 2023, that met the requirements of FMC Section 17.52.320. The initial application was also routed to the Folsom Heritage Preservation League and Historic Folsom Residents Association. Staff did not receive any comments from these organizations relative to the proposed project as of the publication of this staff report.

ENVIRONMENTAL REVIEW

The project is categorically exempt from environmental review under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption in this case.

As a part of the analysis for this project, staff closely reviewed CEQA Guidelines Section 15300.2(f), which states that categorical exemptions shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. As relevant to this project, CEQA Guidelines Section 15064.5 defines a historical resource as:

- 1) A resource listed in or determined by the State Historical Resources Commission to be eligible for listing in the California Register of Historical Resources.
- 2) A resource included in a local register of historical resources.
- 3) Any object, building, structure, site, area, or place which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record (pursuant to Section 5020.1(j) of the Public Resources Code). Generally, a resource shall be considered "historically significant" if it meets the criteria for listing in the California Register of Historical Resources, including the following:
 - a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - b. Is associated with the lives of persons important in our past;
 - c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - d. Has yielded, or may be likely to yield, information important in prehistory or history.

- 4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources, or identified in an historical resources survey does not preclude a lead agency from determining that the resource may be an historical resource.

The subject property is not listed in, nor has it been determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources. The property is not included in the City's Cultural Resource Inventory List. Staff contacted the Folsom Heritage Preservation League and worked with the Folsom History Museum, the California Historical Resources Information System, the North Central Information Center, and the California Office of Historic Preservation Built Environment Resource Directory to conduct searches of their respective records for information related to the subject property. This research did not yield any information regarding the history of the property including its association with any important events or persons from Folsom's past. Furthermore, the structure proposed to be demolished is not architecturally distinctive given that it uses materials that are not unique and were in widespread use. As such, staff concluded that the property and shed do not meet the criteria for listing on the California Register of Historical Resources or in the City's Cultural Resource Inventory List. Staff has therefore determined that the property and shed are not historical resources as defined in Public Resources Code sections 5020.1(j) or 5024.1 and the potential exception to use of the categorical exemption described in CEQA Guidelines section 15300.2(f) does not apply in this case.

RECOMMENDED HISTORIC DISTRICT COMMISSION ACTION:

Move to approve the application (DRCL23-00104) for demolition of a 200-square-foot shed located at 405 Coloma Street, based on the findings below (Findings A-G) and subject to the conditions of approval (Conditions 1-6) included in Attachment 3.

GENERAL FINDINGS

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

CEQA FINDINGS

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15301 (EXISTING FACILITIES) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.

- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.
- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.
- F. THE PROPOSED PROJECT WILL NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE.

DEMOLITION FINDING

- G. THE STRUCTURE PROPOSED TO BE DEMOLISHED IS NOT CONSIDERED HISTORICALLY SIGNIFICANT.

ATTACHMENT 2 BACKGROUND

The property at 405 Coloma Street consists of a 932-square-foot single-story residence with a 200-square-foot shed in the rear yard. Sacramento County Assessor's Office records indicate that the residence was built in 1940. The residence was re-sided in 1978. Neither the City nor the applicant had any records indicating the date the shed was constructed. However, the earliest available aerial imagery showing the property with a residence on it is from 1953, and the shed had been constructed at that point. As such, staff concludes that the shed was likely constructed between 1940 and 1953.

GENERAL PLAN DESIGNATION	SFHD (Single-Family High Density)
ZONING	FIG/R-1-M: Figueroa Subarea of the Historic Residential Primary Area/Single-Family Residence, Small Lot District
ADJACENT LAND USES/ZONING	North: Single-family residence (FIG/R-1-M) with Figueroa St. beyond South: Figueroa St./Mormon St. alley with single-family residential development (CEN/R-2) beyond East: Single-family residence (FIG/R-1-M) West: Coloma Street with single-family residential development (FIG/R-1-M) beyond
SITE CHARACTERISTICS	The 8,000-square-foot project site contains one primary residential structure, a detached shed, and associated landscaping and hardscape.
APPLICABLE CODES	<u>FMC</u> Chapter 17.52; HD, Historic District <u>FMC</u> Section 17.52.660, Demolition Historic District Design and Development Guidelines

Attachment 3

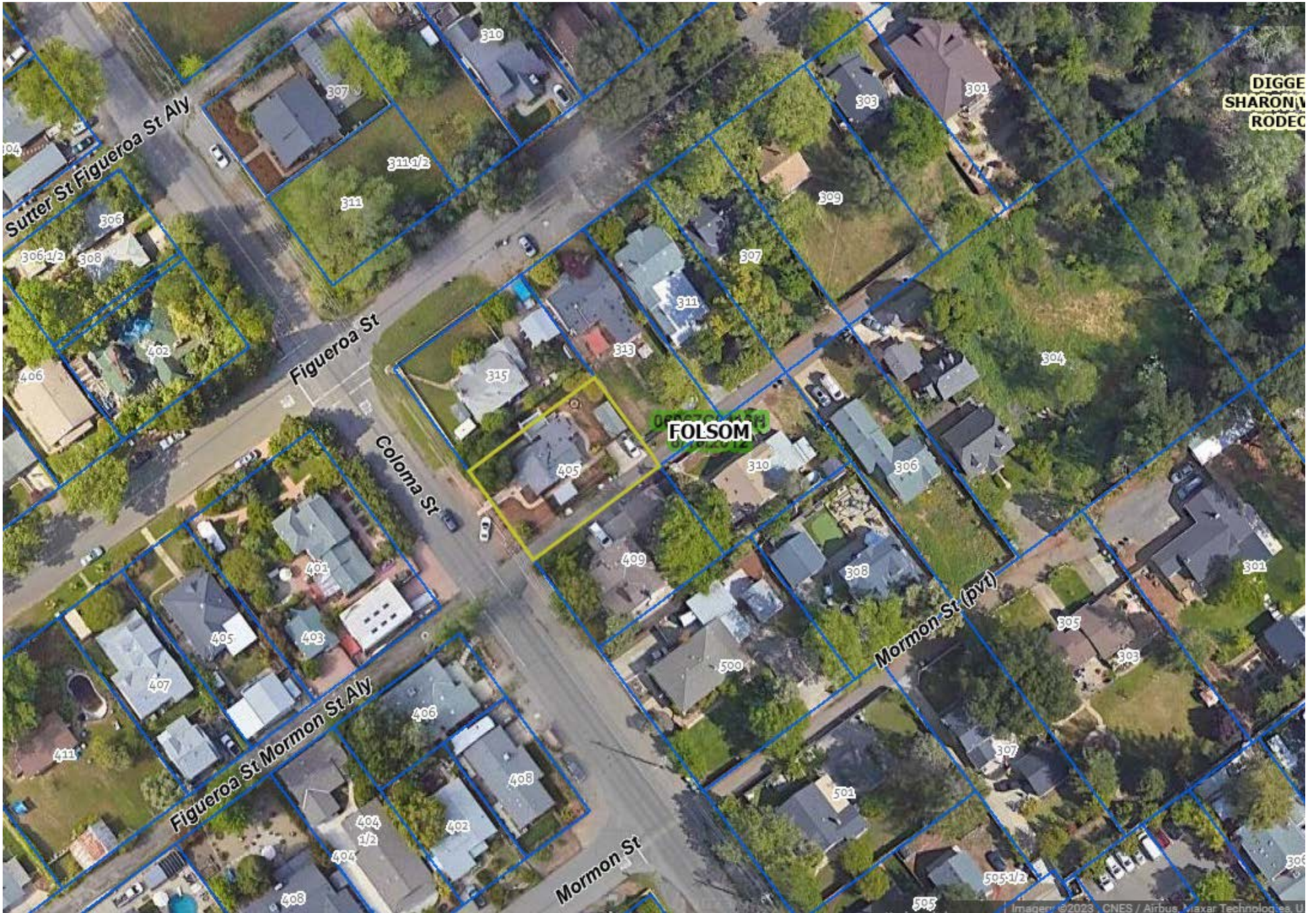
Conditions of Approval

CONDITIONS OF APPROVAL FOR 405 COLOMA STREET SHED DEMOLITION (DRCL23-00104)				
Cond. No.	Mitigation Measure	GENERAL REQUIREMENTS	When Required	Responsible Department
1.		Issuance of a demolition permit is required.	B	CD (B)
2.		Compliance with all local, state and federal regulations pertaining to building and demolition is required.	OG	CD (B)
3.		The project approval granted under this staff report (Demolition) shall remain in effect for one year from final date of approval (October 4, 2024). If a demolition permit is not issued within the identified time frame and/or the applicant has not demonstrated substantial progress towards completion of the project, this approval shall be considered null and void. The owner/applicant may file an application with the Community Development Department for an extension not less than 60 days prior to the expiration date of the approval, along with appropriate fees and necessary submittal materials pursuant to <u>Section 17.52.350</u> of the <u>Folsom Municipal Code</u> . If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, entitlement, demolition permit, or other construction permit required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the project contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the one year period for submitting a complete permit application referenced in FMC section 17.52.350(A) shall be tolled during the time that any litigation is pending, including any appeals.	B	CD (P)
4.		Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. In addition, construction equipment shall be muffled and shrouded to minimize noise levels.	I, B	CD (P)(E)

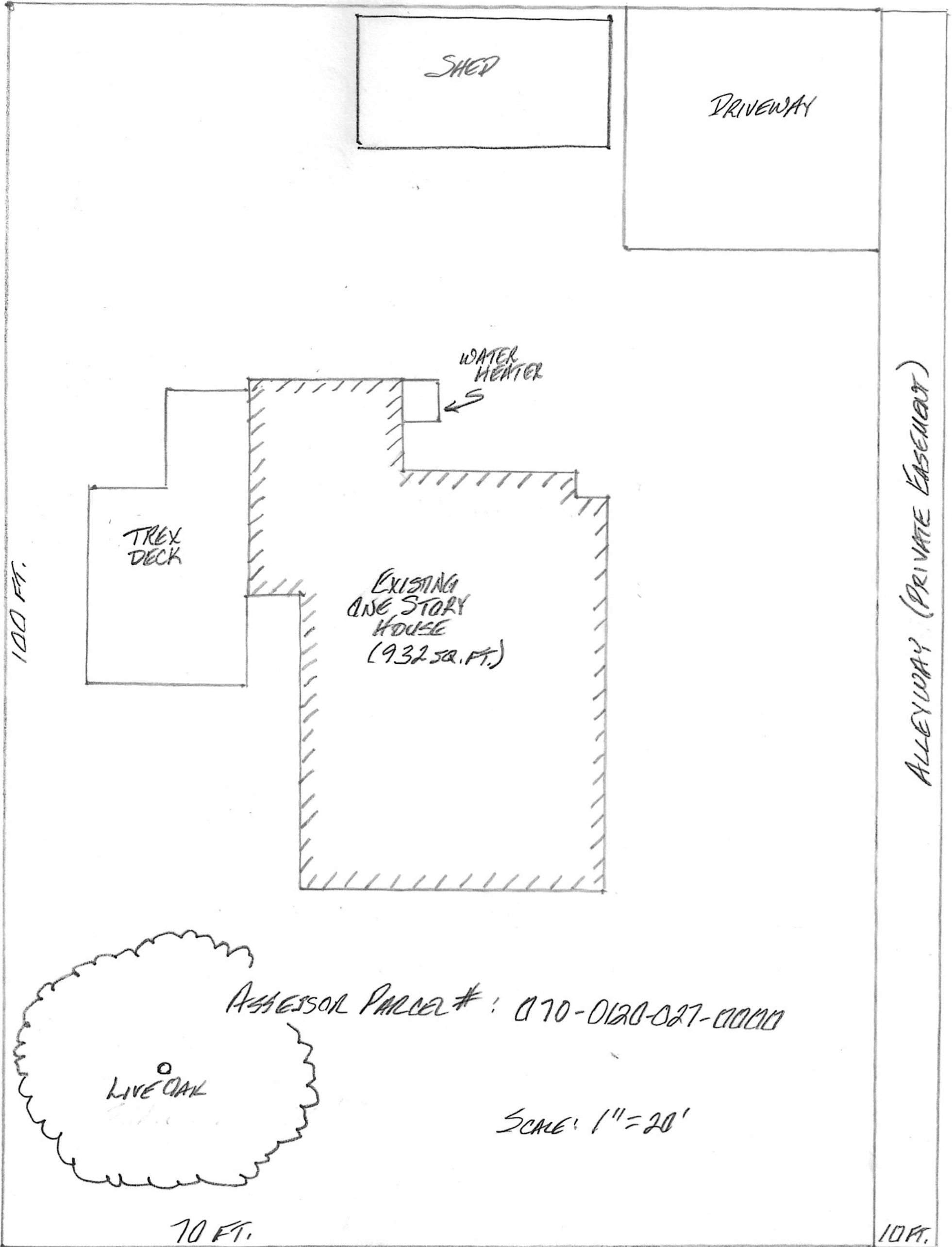
5.		If any archaeological, cultural, or historical resources or artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides recommendations to the City. The City shall determine and require implementation of the appropriate mitigation as recommended by the consulting archaeologist. The City may also consult with individuals that meet the Secretary of the Interior’s Professional Qualifications Standards before implementation of any recommendation. If agreement cannot be reached between the project applicant and the City, the Historic District Commission shall determine the appropriate implementation method.	G, I, B	CD (P)(E)(B)
6.		In the event human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code 5097.98. If the coroner determines that no investigation of the cause of death is required and if the remains are of Native American Origin, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely decedent. The decedent will then recommend to the landowner or landowner’s representative appropriate disposition of the remains and any grave goods.	G, I, B	CD (P)(E)(B)

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD (P) (E) (B) (F)	Community Development Department Planning Division Engineering Division Building Division Fire Division	I	Prior to approval of Improvement Plans
		M	Prior to approval of Final Map
		B	Prior to issuance of first Building Permit
		O	Prior to approval of Occupancy Permit
		G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 4 Vicinity Map



Attachment 5 Site Plan



ASSESSOR PARCEL #: 070-0120-027-0000

LIVE OAK

SCALE: 1" = 20'

70 FT.

10 FT.

ANTHONY & NEILLIUS WETZEL
485 COLDNA STREET
FOLSOM, CA 95630

— COLDNA STREET —

Attachment 6

Photographs of Existing Shed









O'Reilly
AUTO PARTS
Parts. Better.

ORANGES





Historic District Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Zoning Code Update – Design Interpretations and Guidance
File #: SPEC23-00134
Request: Review and Comment
Location: Historic District
Parcel(s): N/A
Staff Contact: Desmond Parrington, AICP, Planning Manager, 916-461-6233
dparrington@folsom.ca.us

Recommendation: Staff is seeking input from the Historic District Commission on design issues related to Chapter 17.52 of the Folsom Municipal Code and the Historic District Design and Development Guidelines.

Project Summary: Planning staff have encountered a few issues related to new roofs and garage doors as well as roof and garage door replacements in the Historic District and would like to receive input from the Commission on existing staff interpretations and proposed interpretations or whether changes to the Zoning Code or the Historic District Design and Development Guidelines should be made to address some of these issues. If changes to the code or guidelines are warranted, staff will return in the future to the Commission with changes to Folsom Municipal Code (FMC) Chapter 17.52 (Historic District) as part of the comprehensive update to that chapter.

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENTS

1. Design Interpretation and Guidance Presentation

DESCRIPTION/ANALYSIS

Summary: The purpose of this workshop is to get Commission and public input on a few specific design issues in the Historic District. These focus on roofing and garages, particularly requests for metal roofs, changes to roof color, and the use of metal paneled garage doors with windows in place of existing garage doors. Staff is seeking confirmation of design interpretation or guidance on proposed interpretations related to these issues.

Metal and Concrete Tile Roofs: Staff have received recent requests for metal roofs on new and existing homes in the Historic District. Section C.7 of the Historic District Design and Development Guidelines (DDGs) state that for residences inappropriate roofing materials include: “Colored standing seam metal roofs, glazed ceramic tile or imitation roofing materials including concrete shingles and imitation concrete mission tile are currently inappropriate and will not be allowed. However, in the future new technology may, as determined by the Historic District Commission, develop acceptable alternative materials.” While the DDGs’ guideline for commercial roofing has the same list of inappropriate materials, there are several standing seam and modern corrugated metal roofs on commercial buildings in the Historic District even though there are few residences that have metal roofs.

Based on this guideline, staff’s current interpretation is that standing seam metal roofs should be discouraged for residences in the Historic District regardless of whether the roofs are a dark or neutral color. This is because even though they were originally developed in the early 1800s, they did not come into wider use until the 1960s, which is not consistent with the time period of the Historic District (i.e., 1850 to 1950). Based on staff’s understanding of the DDGs, the only type of metal roofing allowed is traditional corrugated metal roofs. Similarly cement tile roofs are also seen as not allowed based on staff’s current interpretation of the DDGs. However, reviewing prior staff and Commission decisions, the City has not always been consistent in its interpretation. As noted above, standing seam metal roofs have been approved when the roof was a dark or neutral color and there is even one commercial example where a silver color standing seam metal roof was approved in the Historic District. Staff is proposing an interpretation that metal or concrete roofing can be acceptable if certain criteria are met, as described in more detail below.

While manufacturing techniques were rather limited in the 1990s when the DDGs were developed, new materials and fabrication methods have enabled manufacturers to replicate many historic materials with more durable alternatives. An example is the use of cement fiber board siding (e.g., Hardie siding) in place of traditional wood siding. Other examples include colored cement barrel tile that replicate traditional terra cotta roofing tiles. The DDGs in Section C.7 (Residential Roofing) state under the list of inappropriate materials that “in the future new technology may, as determined by the Historic District Commission, develop acceptable alternative materials.”

Key Question 1: Based on this information, does the Commission agree with staff's proposed interpretation that metal or concrete roofing can be acceptable if certain criteria are met as described below?

Proposed Interpretation: Alternative roofing materials including metal and concrete may be used only if they:

- Imitate traditional roofing material used between 1850 and 1950;
- Are comparable to historic materials; and
- Match the type and style of the time period of the subarea or primary area.

Roof Color Changes: Another question involves roof replacement and color changes. Typically, these have been approved by staff. Staff has allowed color changes so long as the color of the replacement roof is a dark or neutral tone and the material matches what is allowed under the DDGs.

Key Question 2: Staff believes its interpretation regarding color changes to roofing is consistent with FMC Chapter 17.52 and the DDGs. Does the Commission agree?

Garage Doors: The final issue involves requests to replace garage doors or install new garages doors as part of new custom homes. Section C.4(e) of the DDGs states the following with regard to the scale and materials for residential garage doors:

Scale. "Garage doors should be broken up into smaller components. Two single garage doors are preferred over a double door."

Materials. "Wooden garage doors resembling those found during the design period of the Primary Area or Subarea are preferred. If a roll up or metal door is used, it should be plain not paneled and windows are discouraged."

Based on this, staff has regularly directed Historic District residents and developers that wish to replace their wood garage doors with metal garage doors or include a new metal garage door that only plain metal garage doors without windows are allowed. In addition, for two-car garage doors staff has directed customers to provide two sets of door hardware (e.g., hinges and handles) to make the large door appear as two smaller garage doors.

However, in reviewing information on historical garage doors and in evaluating new metal doors, staff has noted that there are now metal garage doors that look like wood garage doors. Furthermore, staff noted that window panels and some doors with paneling were included in garage doors used between 1910 and the 1950s. In addition, plain metal garage doors are harder to find and those that are available have a modern or industrial look rather than a traditional residential appearance. Staff's concern is that

because many homeowners do not want plain garage doors they are simply replacing their garage doors without seeking design review.

Key Question 3: Does the Commission support staff-level garage door replacements if the following criteria are met:

- a. Metal garage door is similar in appearance to traditional wood garage door;
- b. Uses carriage garage door style; and
- c. For two-car garages, uses two sets of hardware to make one large door appear as two carriage style doors.

If garage door windows are proposed, they would only be allowed if the following criteria are met:

- a. Only top row used for windows;
- b. Only clear glass allowed; and
- c. Should be similar to traditional wood garage door in style.

If the Commission agrees that a change is justified, then the ultimate solution is to do a comprehensive update of both FMC Chapter 17.52 and the DDGs. However, if the Commission wishes to address this issue now rather than wait for about a year for the comprehensive update then FMC Section 17.52.400(D) allows the Commission to approve exceptions to the adopted design standards “in order to comply with the purposes of this chapter . . .” As set forth in FMC Section 17.52.010 (Purpose and intent), the relevant purpose in this case is from subsection 5, which states that one of the purposes is “to ensure that new residential and commercial development is consistent with the historical character of the historic district as it developed between the years 1850 and 1950.” Furthermore, FMC Section 17.52.395 allows for the Commission to delegate the design review to Planning staff.

If the Commission believes that a change in design review for garage doors is justified based on the information listed above, there are a few options the Commission should consider:

1. Direct staff to seek formal action from the Commission at an upcoming meeting on a new interpretation for the design review of garage doors under FMC Sections 17.52.400 and 17.52.395;
2. Continue with current practice for now and then later change the design review standards and guidelines for garage doors as part of the comprehensive update to FMC Chapter 17.52 and the Historic District Design and Development Guidelines; or
3. Have all garage door replacements go to the Commission for review.

Please note that while option 3 is a choice for the Commission to consider, staff would recommend against this given the time and expense involved for residents. Staff’s

other concern is that option 3 would likely result in more residents avoiding design review altogether when replacing garage doors.

POLICY/RULE

The following are the policies from the City's 2035 General Plan and current Zoning Code that relate to these design issues.

LU 6.1.2 Historic Folsom Residential Areas: Preserve and protect the residential character of Historic Folsom's residential areas.

NCR 5.1.6 Historic District Standards: Maintain and implement design and development standards for the Historic District.

In addition, as noted earlier in this report, FMC Chapter 17.52 sets out the rules for the Historic District and the Historic District Design and Development Guidelines include the design direction to be used for development in the District.

ENVIRONMENTAL REVIEW

Under Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines, this activity will not have a significant effect on the environment and as such the project is exempt from environmental review under CEQA.

Attachment 1
Design Interpretation and Guidance Presentation



Zoning Code Update

Design Interpretations and Guidance: Roofs and Garages

Historic District Commission
Informational Workshop – October 4, 2023



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Staff-level design review has been done in the following situations:

- No change to the exterior of the home including:
 - Like-for-like window, siding, and roofing replacements
 - Garage door replacement
 - Must be consistent with Chapter 17.52 and Design and Development Guidelines
- Accessory Dwelling Units if:
 - 800 sq. ft. or less; and
 - Less than 18 feet tall

- Several design issues:
 1. Roof materials
 2. Roof color
 3. Garage door type
- Staff is seeking
 - Input and guidance from Commission on these design issues;
 - Confirmation of staff interpretations or proposed interpretations; and
 - Any Commission direction involving future changes to the review of these issues.

Section C.7 (Residential) of Historic Design and Development Guidelines states:

Appropriate Materials. *Roofs shall be of traditional materials including fireproof wood shingles, corrugated metal, composition fiberglass shingles, clay tiles, or others as determined by historic evidence. Where roofs are visible, composition fiberglass roofing materials shall be dark or neutral tones.*

Inappropriate Materials. *Colored standing seam metal roofs, glazed ceramic tile or imitation roofing materials including concrete shingles and imitation concrete mission tile are currently inappropriate and will not be allowed. **However, in the future new technology may, as determined by the Historic District Commission, develop acceptable alternative materials.***

Issue #1 – Roof Material Questions

- Are metal roofs appropriate for homes in the Historic District?
- If yes, which types:
 - a. Standing seam metal roofs?
 - b. Traditional corrugated metal roofs?
 - c. Modern corrugated metal roofs?
 - d. Metal shake shingle roofs?
 - e. Metal tile roofs?

a. Standing Seam



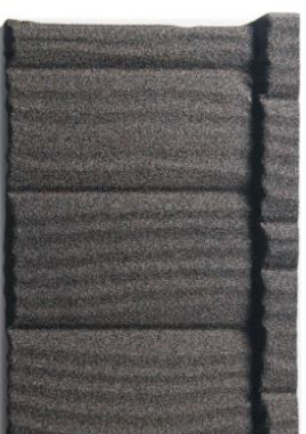
b. Traditional Corrugated



c. Modern Corrugated



d. Metal Shingle



e. Metal Tile



Issue #1 – Standing Seam Metal Roof



Example of standing seam metal roof

- Developed in 1960s
- Increasing popular
- Durable

Issue #1 - Corrugated Metal Roof



- Corrugated metal roof on historic home
- Has corrugated ripple pattern
 - Used between mid-19th and mid-20th centuries
 - Had low status due to military use

Issue #1 – Existing Standing Seam Roofs

- Several standing seam metal roofs approved on commercial buildings
- HD DDGs has same roofing material guideline for commercial
- Few residences with standing seam or modern corrugated metal roofs
- Past staff and Commission interpretations have not been consistent



Issue #1 – Roof Material Questions

Standing Seam Example



Issue #1 – Roof Material Questions

Traditional Corrugated Roof Example



Modern Corrugated Roof Example



Issue #1 – Roof Material Questions

Metal Shake Shingle Roof Example



Issue #1 – Roof Material Questions

Metal Tile Roof Example



Issue #1 – Roof Material Questions

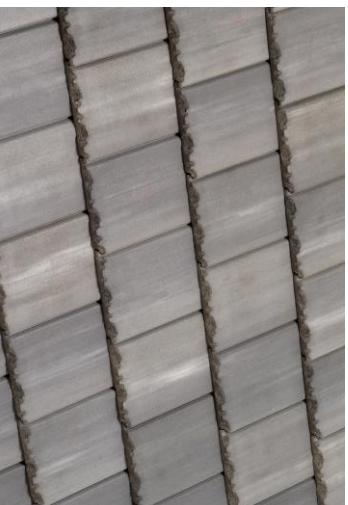
Are cement shingle or tile roofs appropriate for homes in the Historic District?

- a. Cement tiles that imitate terra cotta or clay tiles?
- b. Cement tiles that imitate slate shingle roofs?
- c. Flat cement/concrete tiles that imitate wood shake shingles?

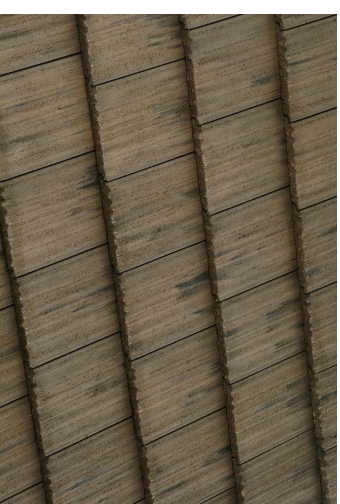
a. Imitation Terra Cotta



b. Imitation Slate Tiles



c. Imitation Shake Shingles



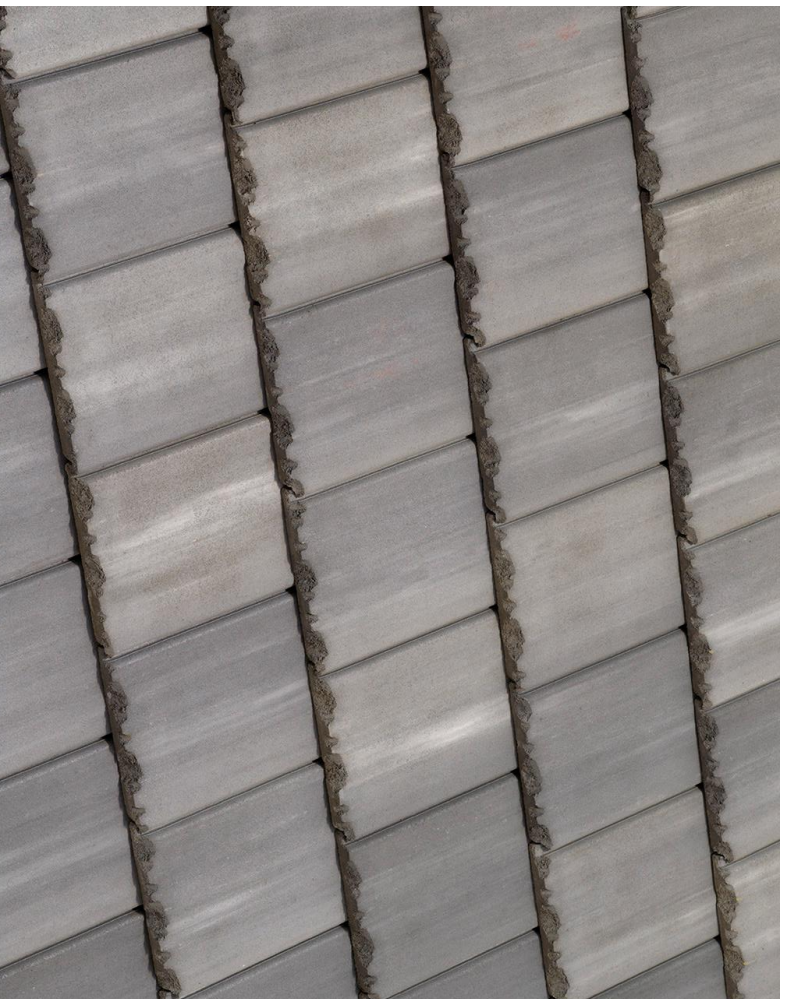
Issue #1 – Roof Material Questions

Example of cement tiles that imitates terra cotta or clay tiles



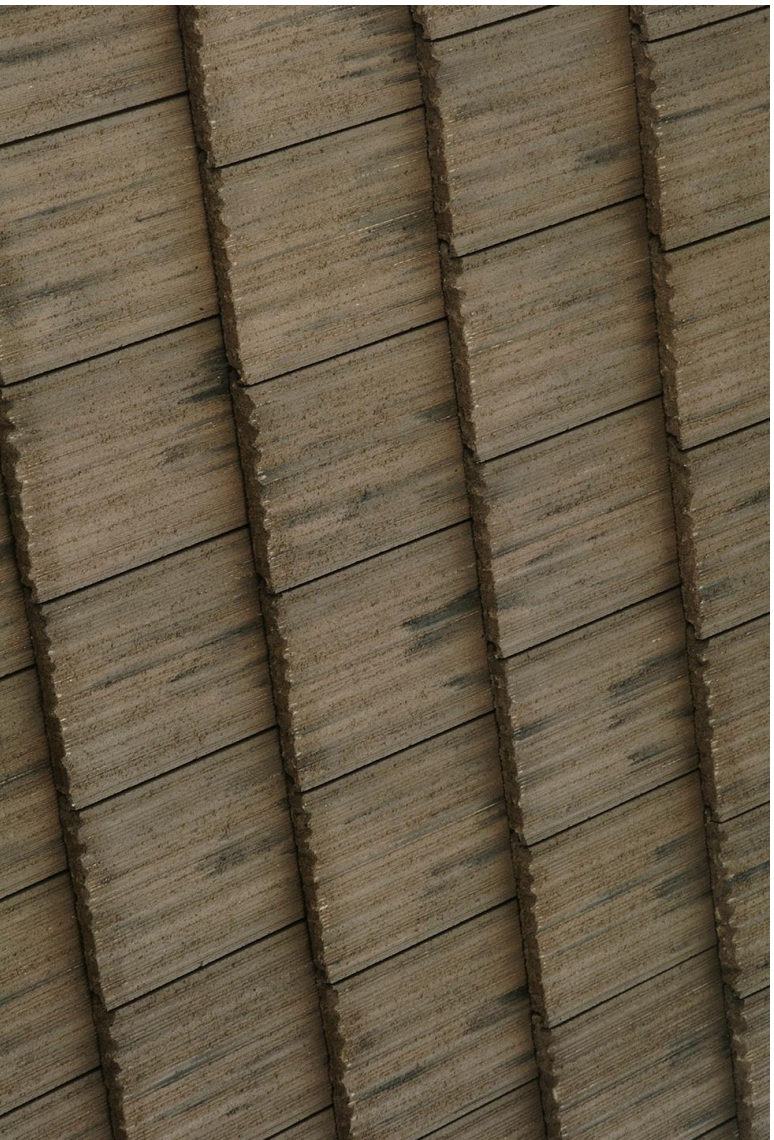
Issue #1 – Roof Material Questions

Example of cement tiles that imitate slate shingle roofs



Issue #1 – Roof Material Questions

Example of Flat cement tiles that imitate wood shake shingles



Issue #1 – Staff Roof Questions



- *Based on this information, does the Commission agree with staff's proposed interpretation that metal or concrete roofing can be acceptable if certain criteria are met?*

Issue #1 – Staff Roof Questions (cont.)

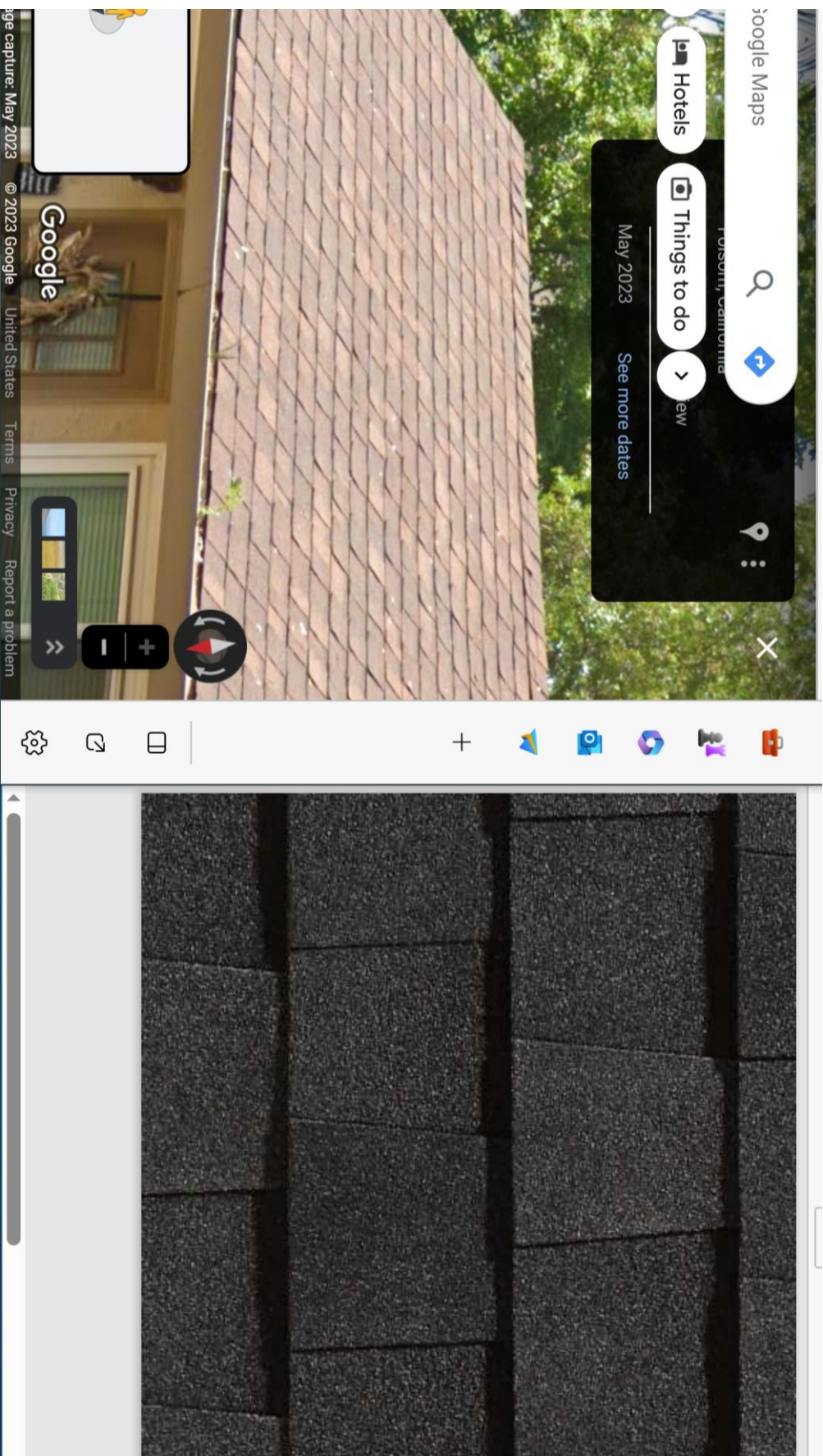


- Proposed new interpretation: Alternative roofing materials including metal and concrete may be used only if they:
 - Imitate traditional roofing material used between 1850 and 1950;
 - comparable to historic materials; and
 - Match the type and style of the time period of the subarea or primary area.

Section C.7 of Historic Design and Development Guidelines states:

Appropriate Materials. Roofs shall be of traditional materials including fireproof wood shingles, corrugated metal, composition fiberglass shingles, clay tiles, or others as determined by historic evidence. Where roofs are visible, composition fiberglass roofing materials shall be dark or neutral tones.

Issue #2 - Roof Color Change Example



Existing home
has beige roof
New roof is black

Issue #2 – Staff Roof Color Questions



- **Based on DDGs should staff continue to allow roof color changes if change is still dark or neutral tone?**
 - Staff interpretation: Yes. Staff has currently been allowing homeowners and builders to change comp. shingle colors so long as new color is dark or neutral tone.

Issue #2 - Roof Color Change Question



Staff believes its interpretation regarding color changes to roofing is consistent with Chapter 17.52 and the DDGs.

- Does HDC agree?
- If not, what color changes are acceptable?

Section C.4(e) of Historic Design and Development Guidelines states:

Scale. *Garage doors should be broken up into smaller components. Two single garage doors are preferred over a double door.*

Materials. *Wooden garage doors resembling those found during the design period of the Primary Area or Subarea are preferred. If a roll up or metal door is used, it should be plain not paneled and windows are discouraged.*

Issue #3 – Garage Door Change (cont.)

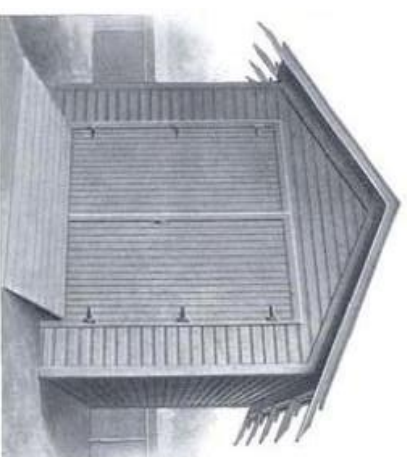
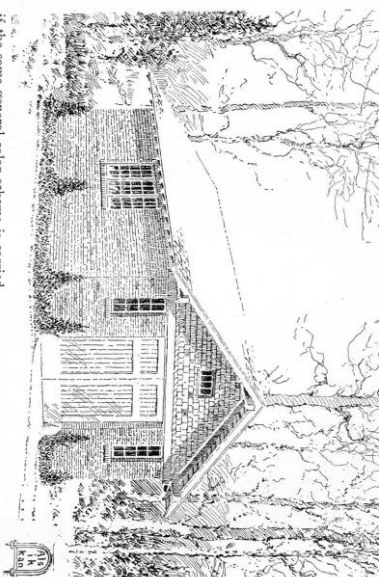
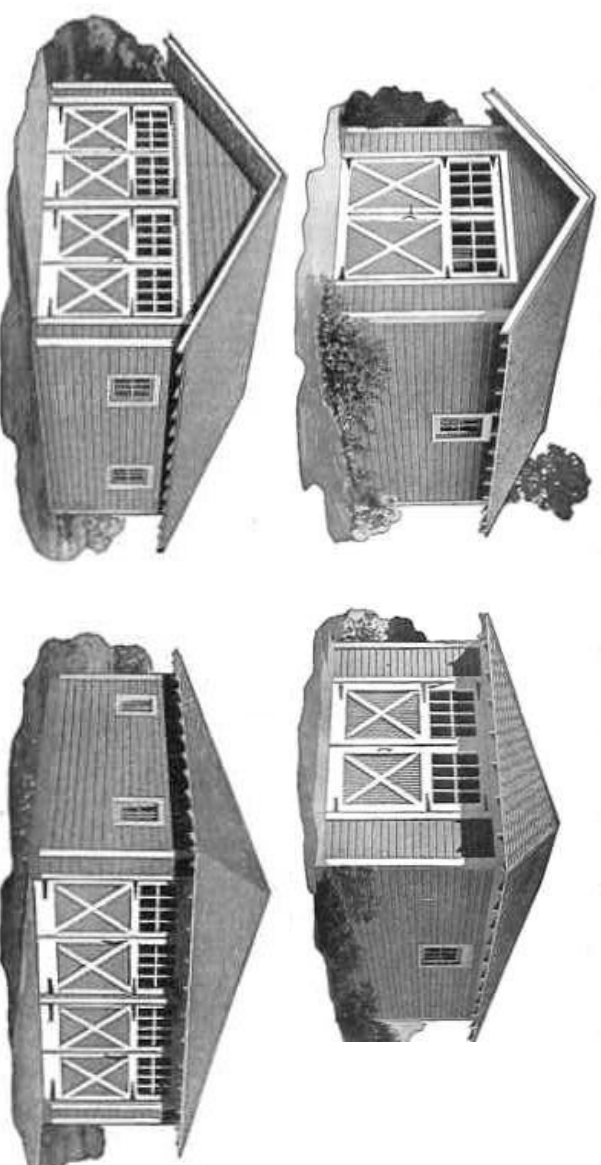
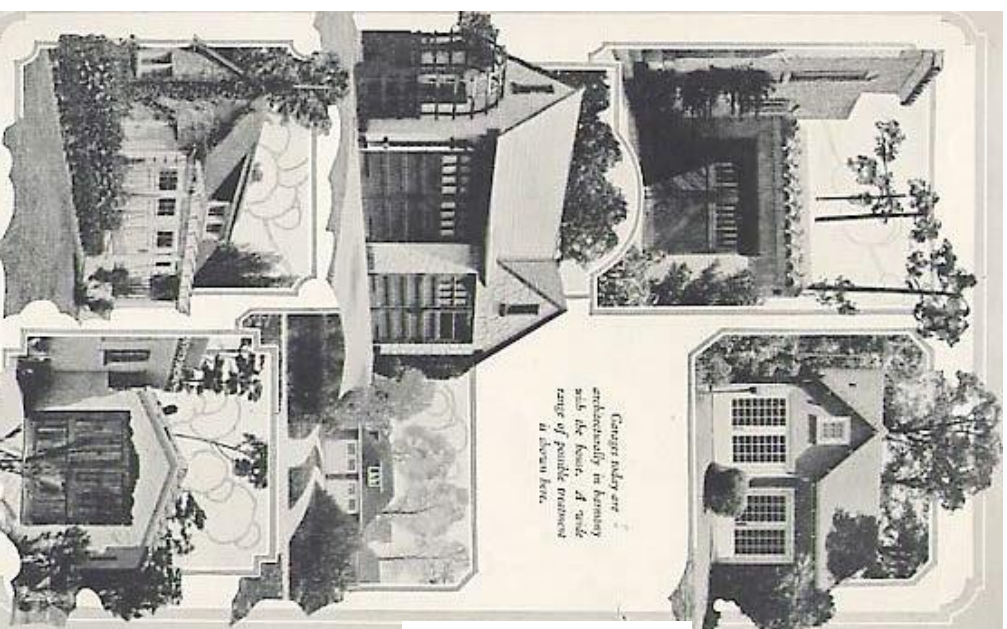
Based on staff's research:

- Paneled garage doors
 - Higher quality
 - Can resemble painted wood garage doors
- Non-paneled garage doors
 - Appear plain
 - Appear as metal rather than wood
 - Can have industrial or modern look
 - Difficult to find
- Improvements in manufacturing allow traditional look without use of wood
 - Example: Wood shingles – cementitious fiber shingles (ex. Hardie Shingles)



- **Based on DDGs should paneled garage doors be allowed?**
 - Staff interpretation: *Staff has not allowed paneled garage doors in the Historic District though many have gone in without City approval.*
 - *Staff has also directed applicants to either use two separate garage doors or to use hardware (hinges and handles) to make a single large garage door appear as two smaller doors.*

Issue #3 – Historic Garage Door Examples



- Examples of typical carriage-style wood garage doors in use between 1910 and 1930
- Some have windows
 - Limited use of panels

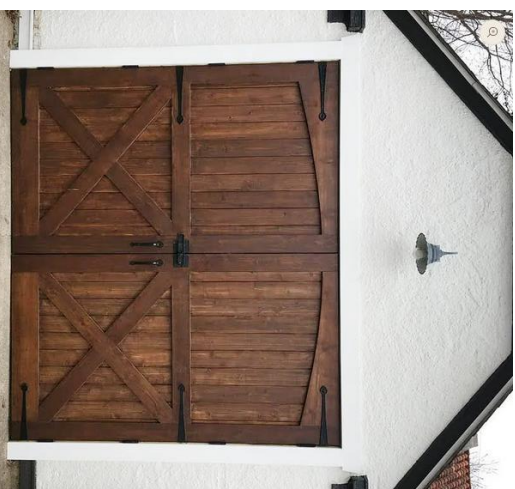
Issue #3 – Historic Garage Door Examples



Examples of typical garage doors in use between 1940s and 1950s

- More use of metal
- Greater use of panels
- More modern look
- More two-car garages

Issue #3 – Wood Garage Door Examples



Modern versions of the traditional carriage style **wood** garage door

- Wide variety of styles
- Different patterns
- Variety of colors
- More limited use of panels
- More expensive than metal garage doors

Issue #3 – Metal Garage Door Examples

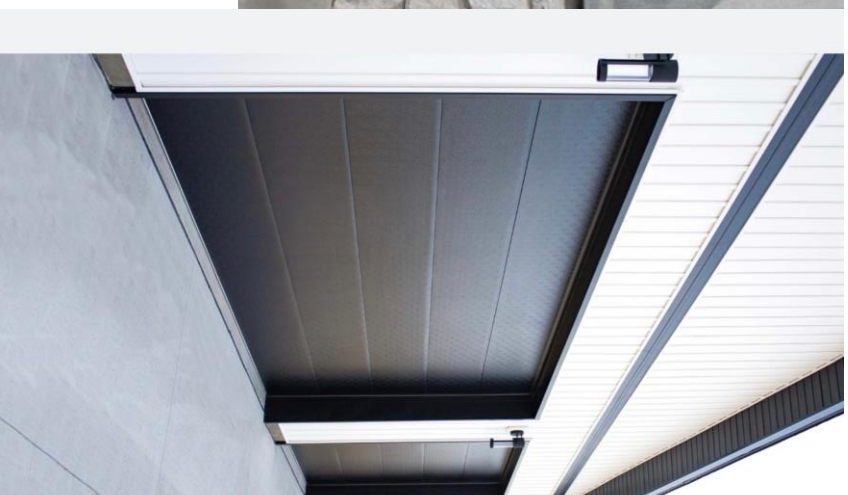


- Modern metal** versions of the carriage style garage door
- Similar styles to wood garage doors
 - More use of panels
 - Carriage style represents more historic/traditional look
 - More affordable

Issue #3-Plain Metal Garage Door Examples



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Plain metal garage doors

- Have modern or industrial look
- Don't have historic appearance
- Harder to find
- Most customers don't like these styles

Issue #3 – Garage Door Questions



- Consistent with Section 17.52.395 (Delegation of Design Review), does the Commission support staff-level garage door replacements if the following criteria are met:
 - a. Metal garage door is similar to traditional wood garage door
 - b. Uses carriage garage door style
 - c. Uses two sets of hardware to make one large door appear as two carriage style doors

Issue #3 – Garage Door Questions (cont.)



- If garage door windows are proposed, they would only be allowed if the following criteria are met:
 - a. Only top row used for windows;
 - b. Only clear glass allowed; and
 - c. Should be similar to traditional wood garage door in style.

Issue #3 – Garage Door Decision Options



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1. Direct staff to seek formal action from the Commission at an upcoming meeting on a new interpretation for the design review of garage doors under FMC Sections 17.52.400 and 17.52.395; **or**
2. Continue with current practice for now and then later change the design review standards and guidelines for garage doors as part of the comprehensive update to FMC Chapter 17.52 and the Historic District Design and Development Guidelines; **or**
3. Have all garage door replacements go to the Commission for review.

Questions?