



Folsom Plan Area Specific Plan

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FOLSOM PLAN AREA SPECIFIC PLAN

Adopted by:

THE CITY OF FOLSOM

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FOLSOM PLAN AREA SPECIFIC PLAN SUMMARY

The area known today as the City of Folsom has a rich history extending back to the mid-nineteenth century. A key turning point in the city's history was the completion of the railroad from Sacramento to Folsom, turning the pioneer community into an active, growing town. Since that time, Folsom has continued to attract a steady stream of residents and businesses looking for a new home close to nature.

Over the years, the city has continued to expand its boundaries to keep pace with the increased demand for land for new homes, businesses and public institutions. With an ever diminishing land base, the city decided in the late twentieth century to look south, beyond Highway 50, to expand its boundaries for future growth. In 2001, the Sacramento Local Agency Formation Commission (LAFCo) approved the city's application to expand its sphere of influence area (SOIA) south to White Rock Road and include all of the land bounded on the north by Highway 50, to the south by White Rock Road, to the west by Prairie City Road, and to the east by the Sacramento County/El Dorado County boundary line.

The SOIA approval specified that a number of conditions be satisfied prior to its annexation by the City of Folsom. Included in these conditions was the requirement for a comprehensive planning process to ensure that the SOIA would be efficiently served, its valuable natural resources, including oak woodlands and Alder Creek, be protected and that "piecemeal" development would be avoided.

Against this backdrop, the citizens of Folsom approved Measure W in 2004 to ensure that the SOI area would not be annexed to the City of Folsom unless, and until, a new water supply could be secured for the area; that residents north of Highway 50 would not be required to pay fees for the construction of new infrastructure, including schools and roads in the SOIA; that thirty percent of the SOIA would be maintained as natural open space for the preservation of oak woodlands and sensitive habitat; and lastly, that the city's General Plan would not be amended until the completion and certification of an environmental impact report for the SOIA.

In the same year as Measure W, project vision public participation workshops were initiated by the City to solicit input from the community, property owners outside agencies, and other interested parties regarding the development of the SOIA. The comprehensive vision established during these workshops laid the groundwork for the preparation of alternative land use plans that were prepared in 2005. In June of 2005, the Folsom City Council unanimously selected an "Annexation Concept Plan" that included, among other things, an open space system equaling thirty percent of the SOIA, schools and parks, a central "town center" with retail services and high density residential housing, a mix of residential housing types, employment generating commercial uses, and a major highway oriented commercial center.

In June of 2007, the Folsom City Council approved a refinement of the "Annexation Concept Plan" entitled the "SOI Conceptual Land Use Plan". This plan provided the basis for the FPASP including the land use plan shown in *Figure 4.3 – Specific Plan Land Use Designations*.

The Folsom Plan Area (Plan Area) is a 3,509.8-acre comprehensively planned community that creates new development patterns based on the principles of Smart Growth and Transit Oriented Development. Consistent with these principles, the FPASP includes a mix of residential, commercial, employment and public uses complemented by recreation amenities including a significant system of parks and open space, all within close proximity to one another and interconnected by a network of "Complete Streets", trails and bikeways consistent with the SACOG Blueprint Principles and the requirements of SB 375.

A central feature of the Plan Area is the mixed use town center and the neighborhood center that forms the foundation for walkable neighborhoods, reduced automobile use and higher internal trip capture. The block and street pattern for these neighborhoods will be orthogonal and urban with tree lined streets and wide separated sidewalks to encourage walking. Interconnectivity between land uses will assist in reducing vehicle miles traveled (VMT) and a corresponding reduction in greenhouse gas emissions as required by AB 32.

The FPASP permits the construction of approximately 11,461 residential units developed across a broad range of residential types including single family detached homes, duplexes and patio homes as well as a range of multi-family residential housing types including townhomes, apartments, condominiums, and live/work studios. The FPASP also provides a variety of retail and wholesale commercial, light industrial and office based land uses that will provide local jobs and contribute to the city's jobs/housing balance. In addition to residential and commercial uses, the Plan Area also provides a substantial number of parks, schools and other important community-serving uses as well as a significant amount of open space.

A vital component of the Plan Area circulation system is the dedicated transit corridor that runs the entire breadth of the Plan Area from Prairie City Road, at the western Plan Area boundary, to the intersection of White Rock Road and Savannah Parkway at the southern boundary of the Plan Area. This corridor will "link-up" with the regional transit network envisioned by the Sacramento Regional Transit District and provide future high speed transit travel between the Plan Area and designations throughout the region, offering another opportunity to reduce vehicle miles traveled.

The FPASP planning principles, objectives and policies set the stage for the orderly and systematic development of the Plan Area. The development standards and regulations contained in the plan provide the framework for the location, type and area of individual land uses; the allowed densities and building setbacks within each land use designation; and the location and size of streets, water lines, and other infrastructure improvements.

The Plan Area includes a balanced approach to urban development by protecting its physical beauty while satisfying the ongoing needs of the city and its residents. The FPASP offers a diverse mix of residential, commercial, and public uses outlined in the land use summary on the following page. The Folsom City Council first approved the FPASP on June 28, 2011. ***Amendments to the FPASP and individual development projects have been approved; refer to Section 1.3 – Project History and Table 1.1 FPASP Approvals Summary for more detail.***

To evaluate potential environmental impacts that may result from implementation of the FPASP, a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) was prepared and certified by the Folsom City Council on June 14, 2011. ***Addenda to the environmental document have been approved, refer to Section 1.3 – Project History for a listing of addenda to the Final EIR/EIS.***

The Specific Plan and the EIR/EIS, along with the Transit Master Plan, the Appendix to the City of Folsom Bikeway Master Plan, the Operational Air Quality Mitigation Plan, the Public Facilities Finance Plan, the Community Design Guidelines, the Open Space Operations and Management Plan and the Water, Sewer and Drainage Master Plans are available for review at the City of Folsom Community Development Department or online at:

https://www.folsom.ca.us/city_hall/depts/community/annexation/default.asp

The FPASP Land Use Plan and Land Use Summary Table can be found in Section 4: Land Use.

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INTRODUCTION

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1.1 OVERALL CONCEPT & PURPOSE

The Folsom Plan Area (Plan Area) is a comprehensively planned community that proposes new development patterns based on the principles of “Smart Growth” and Transit Oriented Development. Consistent with these principles, the Plan Area encompasses a mix of residential, commercial, employment and public uses complemented by recreational amenities including a significant system of parks and open spaces, all within close proximity to one another.

The Folsom Plan Area Specific Plan (FPASP) acknowledges the changes that are occurring in community planning from a low density, automobile dependent pattern to one of higher density, mixed-use communities served by alternative transportation modes.

The main pedestrian friendly features of the Plan Area are the town and neighborhood center. These centers contain areas of concentrated mixed land uses and higher density housing that provide the foundation for walkable neighborhoods and alternative transportation modes. The thoughtful placement and juxtaposition of land uses includes a mixture of local destinations and amenities that help to define distinctive community identity and sense of place.

The various land uses within the Plan Area are interconnected by a proposed transit corridor and a system of “complete streets”, sidewalks, bikeways, and trails. Interconnectivity between residential neighborhoods and destination points such as shopping, employment centers, parks and schools offers residents a number of choices to reach their destination. The individual elements of the community plan are designed to integrate seamlessly with each other and with the City of Folsom overall.

State law requires that a specific plan be consistent with the general plan. The FPASP is consistent with the City of Folsom General Plan (refer to *Appendix B – Folsom General Plan Consistency Matrix*); however, the FPASP goes beyond the goals and policies of the existing general plan and introduces new



Figure 1.1 - Aerial View of the Plan Area

objectives, policies, standards and guidelines reflective of the current trends in community and transportation planning. The standards and guidelines contained in the FPASP provide a comprehensive framework for future growth and development within the Plan Area while incorporating flexibility to address and accommodate changes in market conditions. Moreover, the FPASP proposes development standards that are unique to the Plan Area and will guide future construction. The FPASP offers a balanced approach to urban development by preserving the physical beauty of the Plan Area and satisfying the ongoing needs of the city and its residents. Planning concepts underlying the FPASP were guided by and incorporate:

- **Measure W**, approved by city voters in 2004 and subsequently codified in Article (7.08) of the City Charter, minimizing the impact of future development in the Plan Area on existing Folsom residents.
- **Memorandum of Understanding (MOU)**, dated November 14, 2000 between the City of Folsom and Sacramento County, which established and recognizes planning principles that will be incorporated into any annexation process relative to the SOLA (Plan Area) area into the City of Folsom, if such annexation ever occurs.
- **LAFCo Resolution No. LAFC 1196**, dated June 6, 2001 outlining the requirements for annexing the SOLA (Plan Area) area to the City of Folsom.
- **The City of Folsom's public Visioning Project in 2004 and 2005**, that established the land use vision for the Folsom Plan Area and led to the Folsom City Council adoption of the proposed Annexation Concept Plan.
- **AB 32**, the California Global Warming Solutions Act of 2006.
- **SB 375**, the Sustainable Communities and Climate Protection Act.
- **Blueprint Smart Growth Principles**, adopted by the Sacramento Area Council of Governments to lessen the environmental impacts of future development through comprehensive transit and transportation measures, employment and housing balance, and proximity of commercial and other support services to neighbors.

1.2 PLAN AREA LOCATION

The Plan Area is comprised of approximately 3,509.8 acres, located in the southern portion of the City of Folsom. The Plan Area is bounded on the north by Highway 50, White Rock Road to the south, Prairie City Road to the west, and the Sacramento/El Dorado County line to the east (refer to *Figure 1.2 – Regional Context & Plan Area Location*).

1.3 PROJECT HISTORY

MEMORANDUM OF UNDERSTANDING AND SPHERE OF INFLUENCE AMENDMENT

In November 2000, the City of Folsom and Sacramento County entered into a Memorandum of Understanding (MOU) regarding the City of Folsom's Sphere of Influence Amendment (SOIA) proposal pending before the Sacramento County Local Agency Formation Commission (LAFCo). In June 2001, LAFCo approved the City of Folsom's Sphere of Influence Amendment Application for the undeveloped land south of Highway 50 between Prairie City Road, White Rock Road and the El Dorado County line (refer to *Section 1.7 – Relationship to Relevant Planning Documents* for a more detailed description of the Memorandum of Understanding and the LAFCo Resolutions).

PROJECT VISIONING AND PUBLIC PARTICIPATION

In early 2004, a project visioning process was initiated by the Folsom City Council. The process included a series of stakeholder interviews, community workshops, and public meetings to solicit input from the community, property owners, city officials, outside agencies, and other interested parties regarding the development of the Plan Area. Participants in these workshops and meetings worked together to define a comprehensive vision for the Plan Area. It was this vision that laid the groundwork for the development of various conceptual land use plans.

Figure 1.2 - Regional Context & Plan Area Location Map

MEASURE W AND CITY CHARTER AMENDMENT

In November 2004, Measure W was overwhelmingly approved by 69% of the City of Folsom voters. With the passage of Measure W, Article 7.08 was added to the City Charter that specified the requirements for annexing the SOIA lands (Plan Area) south of highway 50 (refer to *Section 1.7 – Relationship to Relevant Planning Documents* for a detailed description of City Charter Article 7.08).

PROPOSED ANNEXATION CONCEPT PLAN

Through continuing visioning sessions, a proposed annexation concept plan was developed. The annexation concept plan included thirty percent (30%) open space, a variety of commercial uses, a variety of residential land uses, and public areas for schools, parks and public/civic uses. The Annexation Concept Plan was presented at a joint city council and planning commission workshop and a public open house in June 2005. In June of 2005, the Folsom City Council unanimously selected the proposed Annexation Concept Plan, which incorporated the following:

- *Open space totaling 30% of the Plan Area for the preservation and conservation of oak woodlands, drainage corridors, and other resources.*
- *Schools and City parks.*
- *A central area with retail, services and high density residential units.*
- *A variety of housing options including approximately 110-acres of executive housing, 590-acres of large lot residential housing, 900-acres of small lot housing, and 50-acres of high density housing including condominiums and apartments.*
- *New residential dwelling units covering 1,800-acres.*
- *A variety of employment opportunities for approximately 8,800 to 10,300 employees.*
- *Highway retail commercial of approximately 100-acres (2,000 employees), 70-acres of business professional (mainly office and service support with 2,800 employees), and 125-acres of retail/office space (4,000 to 5,000 employees).*
- *Additional employment opportunities for schools, parks, public and quasi-public buildings.*
- *Major roads totaling approximately 107-acres.*

The Annexation Concept Plan was only a starting point for future refinements and preparation of a Folsom SOI Conceptual Land Use Plan.

FOLSOM SOI CONCEPTUAL LAND USE PLAN AND PUBLIC HEARINGS

The Plan Area project team (consisting of property owners, the consultant team, and the City of Folsom) met weekly to address issues relevant to preparing a conceptual land use plan. Issues related to open space allocation, schools, parks, transit, land use, traffic and circulation, affordable housing, trails and buffers, public facilities, and services were discussed and analyzed. After an extensive and collaborative effort, the Plan Area project team presented the refined Folsom SOI Conceptual Land Use Plan, dated June 7, 2007, to the city council, the planning commission and the residents of Folsom on the following dates:

- **June 12, 2007:** *Joint city council and planning commission workshop.*
- **June 28, 2007:** *Public open house at the Folsom Community Center.*

The Land Use Diagram (refer to *Figure 4.1 – General Plan – Land Use*) included in the FPASP and the EIR/EIS is the result of continuing refinements and revisions to the Folsom SOI Conceptual Land Use Plan.

FOLSOM PLAN AREA SPECIFIC PLAN APPROVALS

The table on the following pages summarizes the various Folsom Plan Area Specific Plan approvals.

TABLE 1.1 FPASP APPROVALS SUMMARY TABLE															
DATE APPROVED	PROJECT NAME	PLANNING APPL. #	GPA	SPA	ER	DA	TPM	LLTSM	SLTSM	PD	IHP	DR	MAM/LU	MAM/TDR	OTHER/NOTES
6/28/2011	FOLSOM PLAN AREA SPECIFIC PLAN (adopted)		RESO. # 8861 6-14-11	RESO. # 8863 6/28/11	RESO. # 8860 6-14-11	Tier 1 ORD. # 1149 7/12/12									Pre-zoning ORD. # 1148 6/28/11; Planning Studies RESO. # 8870 7/12/11
7/26/2011	Folsom Bikeway Master Plan														FPASP Appendix R# 8878
12/6/2011	LAFCo - Sac Metro Fire District Tax Exchange/ Detachment														RESO. # 8919
12/6/2011	County of Sacramento/City of Folsom Tax Exchange														RESO. # 8921
12/6/2011	FPASP Truck Mgmt. Plan														RESO. # 8938
12/11/2012	FPASP Alternative Water Supply				Addendum RESO. # 9097										Water Supply & Facilities Financing Plan & Agreement RESO. # 9197
10/22/2013	HOUSING ELEMENT UPDATE		RESO. # 9243												
6/10/2014	FPASP First Amended and Restated DA					ORD. # 1195-1207									13 Landowners
7/8/2014	FPASP First Amended and Restated DA					ORD. # 1211									Folsom Heights
8/26/2014	FPASP Amendment Capital SE Connector			RESO. # 9420											Alignment & Design Guidelines
2/24/2015	FPASP Backbone Infrastructure Project				MND RESO. # 9505										
5/12/2015	FPASP Community Design Guidelines														RESO. # 9563
5/12/2015	RUSSELL RANCH SPA	PN14-273	RESO.# 9565	RESO.# 9566	RESO.# 9564	ORD.# 1226 5/26/15		RESO.# 9567	RESO.# 9567	RESO. # 9567	RESO. # 9567				PD-Design Guidelines
6/23/2015	MANGINI RANCH PHASE I	PN 14-293				ORD.# 1228-1230 7/14/15		RESO. # 9588	RESO. # 9588		RESO. # 9588		RESO.# 9598		PD-Design Guidelines
7/14/2015	Capital SE Connector, Segment D3														Support of Proposed Alignment RESO. # 9609
9/22/2015	WESTLAND/EAGLE SPA	PN 14-306	RESO.# 9655	RESO.# 9655	Addendum RESO.# 9654	ORD.# 1237-1242 10/13/15									
12/8/2015	CFD No. 18														RESO. # 9692 and 9695
1/12/2016	CFD No. 18														Fiscal Year 2016-17 Special Taxes ORD. # 1249
1/12/2016	CFD No. 19														RESO. # 9708, 9709 & 9711, 9712
1/26/2016	CFD No. 19														Fiscal Year 2016-17 Special Taxes ORD. # 1252
1/26/2016	Capital SE Connector, Segment D3														ROW Dedication/ Acquisition RESO. # 9717
3/8/2016	WHITE ROCK SPRINGS RANCH	PN 15-147				ORD. # 1253 4/12/16		RESO. # 9713	RESO. # 9713	RESO. # 9713	RESO. # 9713		RESO. # 9713	RESO. # 9713	PD-Design Guidelines
5/24/2016	HILLSBOROUGH SPA	PN 14-279	RESO.# 9762	RESO.# 9763	Addendum RESO.# 9761	ORD.# 1254-1258 6/14/16									
6/28/2016	RUSSELL RANCH TM AMENDMENT	PN 16-122						RESO. # 9783	RESO. # 9783				RESO. # 9783	RESO. # 9783	
6/28/2016	FOLSOM HEIGHTS SPA	PN 15-303	RESO. # 9785	RESO.# 9785	Addendum RESO. # 9784										
6/28/2016	BROADSTONE ESTATES SPA	PN 16-308	RESO. # 9787	RESO. # 9787	Addendum RESO. # 9786	ORD. # 1259 7/12/16									

TABLE 1.1 LEGEND/KEY	
FPASP	Folsom Plan Area Specific Plan
ORD	Ordinance
RESO	Resolution
GPA	General Plan Amendment
SPA	Specific Plan Amendment
ER	Environmental Review
DA	Development Agreement
TPM	Tentative Parcel Map
LLTSM	Large Lot Tentative Subdivision Map
CFD	Community Facilities District
SLTSM	Small Lot Tentative Subdivision Map
PD	Planned Development
IHP	Inclusionary Housing Plan
DR	Design Review
MAM/LU	Minor Administrative Amendment/Land Use
MAM/TDR	Minor Administrative Amendment/Transfer Development Rights
BLA	Boundary Line Adjustment
MND	Mitigated Negative Declaration

TABLE 1.1 FPASP APPROVALS SUMMARY TABLE (CONTINUED)															
DATE APPROVED	PROJECT NAME	PLANNING APPL. #	GPA	SPA	ER	DA	TPM	LLTSM	SLTSM	PD	IHP	DR	MAM/LU	MAM/TDR	OTHER/NOTES
6/28/2016	CARR TRUST	PN 16-004	RESO. # 9789	RESO. # 9789	Addendum RESO. # 9788	ORD. # 1260 7/12/16			RESO. # 9790	RESO. # 9790	RESO. # 9790				PD-Design Guidelines
11/8/2016	ENCLAVE AT FOLSOM RANCH	PN 17-132					RESO. # 9855		RESO. # 9855	RESO. # 9855		RESO. # 9855	RESO.# 9855	RESO.# 9855	PD-Development Standards
4/4/2017	Maximum Building Coverage Ratios												ADMIN. APPROVAL		Folsom Heights, Mangini Ranch, Gragg Ranch, White Rock Springs Ranch
4/11/2017	BROADSTONE ESTATES	PN 15-308							RESO. # 9900	RESO. # 9900	RESO. # 9900		RESO.# 9900		PD-Design Guidelines
7/11/2017	FOLSOM HEIGHTS	PN16-321				ORD. # 1276 7/25/17		RESO. # 9965	RESO. # 9965		RESO. # 9965		RESO. # 9965		
9/26/2017	FPASP PD Overlay Combining District	PN17-113		RESO. # 10006											Maximum Building Coverage Standards
11/7/2017	MIDDLE/HIGH SCHOOL SITE												ADMIN. APPROVAL		
2/13/2018	MANGINI RANCH PHASE 2	17-307						RESO.# 10069	RESO.# 10069		RESO.# 10069		RESO.# 10069	RESO.# 10069	
3/13/2018	RUSSELL RANCH PH2 LOTS 24-32	PN 17-288	RESO.# 10092	RESO.# 10092	Addendum RESO. # 10092	ORD. # 1282 3/27/18		RESO. # 10092	RESO. # 10092	RESO. # 10092					PD-Design Guidelines
11/7/2018	THE SHOPS AT FOLSOM RANCH	PN 18-179					PC APPROVAL			PC APPROVAL					
12/4/2019	PARCEL 85A	PN 19-389					PC APPROVAL								
3/10/2020	TOLL BROTHERS AT FOLSOM RANCH	PN 19-091	RESO.# 10400	RESO.# 10400	Addendum RESO.# 10400	ORD. # 1301-1304 3/10/20			RESO.# 10400	RESO.# 10400	RESO.# 10400	RESO.# 10400		RESO.# 10400	
3/17/2020	PARCEL 85A, 77, 78, 61	PN 20-003												ADMIN. APPROVAL	
4/20/2020	MANGINI RANCH PHASE 2	PN 20-039											ADMIN. APPROVAL		Elementary School/Residential BLA
5/26/2020	CREEKSTONE PHASE I	PLN 19-059							RESO.# 10458	RESO.# 10458	RESO.# 10458	RESO.# 10458		RESO.# 10458	PD-Development Standards
7/14/2020	ROCKRESS AT FOLSOM RANCH	PN 19-388							RESO.# 10483		RESO.# 10483	RESO.# 10483		RESO.# 10483	
2/23/2021	ALDER CREEK APARTMENTS	PN 18-222	RESO.# 10596	RESO.# 10596	RESO.# 10596							RESO.# 10596			
5/5/2021	LOT 16 APARTMENTS	PN 20-263								PC APPROVAL		PC APPROVAL	PC APPROVAL	PC APPROVAL	
5/22/2021	FOLSOM RANCH MEDICAL CENTER	PN 20-193				ORD. # 1314 7/22/21				PC APPROVAL		PC APPROVAL			
6/2/2021	LOT 14 BUNGALOWS	PN 20-264					PC APPROVAL					PC APPROVAL	PC APPROVAL	PC APPROVAL	
6/16/2021	P61/P77	PN 21-043			Addendum PC APPROVAL	ORD. # 1316 8/24/21	PC APPROVAL			PC APPROVAL					PD-Development Standards
6/22/2021	MANGINI RANCH PHASE 3	PN 20-254						RESO.# 10653	RESO.# 10653		RESO.# 10653		RESO.# 10653	RESO.# 10653	
6/22/2021	MANGINI RANCH PHASE 1C 4-PACKS	PN 21-002						RESO.# 10658	RESO.# 10658		RESO.# 10658				PD-Development Standards
6/22/2021	MANGINI RANCH PHASE 1C NORTH	PN 21-001						RESO.# 10655	RESO.# 10655				RESO.# 10655	RESO.# 10655	
8/5/2021	RUSSELL RANCH PH2 LOTS 24-32	PN 21-175											ADMIN. APPROVAL		Russell Ranch/Folsom Heights BLA
8/18/2021	MANGINI PLACE APARTMENTS	PN 20-279										PC APPROVAL		PC APPROVAL	PD-Density Bonus & Develop. Concessions
10/26/2021	MANGINI RANCH PHASE 1C SOUTH	PN 21-086						RESO.# 10731	RESO.# 10731			RESO.# 10731	RESO.# 10731	RESO.# 10732	PD-Development Standards
1/11/2022	TOLL BROTHERS PHASE 2	PN 20-267						RESO.# 10780	RESO.# 10780					RESO.# 10780	
1/25/2022	RUSSELL RANCH PH2 LOTS 24-32 TM AMENDMENT	PN 22-118			Addendum RESO.# 10791	ORD. # 1323 1/25/22		RESO. # 10791	RESO. # 10791	RESO. # 10791					PD-Design Guidelines
2/28/2022	RUSSELL RANCH PH2 SEWER LIFT STATION	PN 22-018											ADMIN. APPROVAL		

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LAFCo ANNEXATION APPROVAL

On January 18, 2012, the Sacramento Local Agency Formation Commission (LAFCo) approved the annexation of the Plan Area to the City of Folsom (*Resolution No. 201201-0118-04-11*).

1.4 PLANNING GOALS AND PRINCIPLES

CITY OF FOLSOM GENERAL PLAN

The City of Folsom General Plan outlines a number of goals, policies and implementation programs designed to guide the physical, economic and environmental growth of the city. State law requires a specific plan to be consistent with the General Plan including its goals and policies. The FPASP is consistent with the General Plan (*refer to Appendix B – General Plan Consistency Matrix*) and the following goals, taken directly from the General Plan, provided the starting point for the FPASP planning process:

LAND USE ELEMENT

- Goal 1:* To retain and enhance Folsom's quality of life, separate identity and sense of community.
- Goal 4:* To provide opportunities for residents to live, work, shop and enjoy leisure activities within the City.
- Goal 8:* To allow a variety of housing types which provide living choices for Folsom residents.
- Goal 10:* To provide for a commercial and industrial base of the city to encourage:
 - 1) Strong tax base.
 - 2) More jobs within the city.
 - 3) A greater variety of commercial goods and services.
 - 4) A regional shopping center.
 - 5) Businesses and industries compatible with Folsom's quality of life.

TRANSPORTATION AND CIRCULATION ELEMENT

- Goal 17:* To develop a comprehensive transportation/circulation system which includes as a minimum:
 - 1) Freeways, highways, and/or expressways designed to route through-traffic away from Folsom's neighborhoods.
 - 2) Arterial roads which provide access among Folsom's neighborhoods, major cross-town links, and links between Folsom and adjacent communities.
 - 3) Additional crossing(s) over the American River.
 - 4) Pathways and designated routes for bicycles and pedestrians traffic.
 - 5) Designated routes for commercial vehicles.
 - 6) The protection of residential neighborhoods from through-traffic.
 - 7) Public transportation routes.

HOUSING ELEMENT

- Goal H-1:* To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.
- Goal H-3:* To facilitate affordable housing opportunities to serve the needs of people who live and work in the community.
- Goal H-5:* To provide a range of housing services for Folsom residents with special needs, including seniors, persons with disabilities, single parents, large families, the homeless, and residents with extremely low incomes.
- Goal H-6:* To ensure equal housing opportunities for all Folsom residents regardless of race, color,

religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

Goal H-7: To reduce greenhouse gas emissions and promote energy conservation in residential development.

OPEN SPACE AND CONSERVATION ELEMENT

Goal 25: Whenever feasible, to preserve, acquire, rehabilitate, enhance, and maintain the identified resources for the use and enjoyment of present and future generations.

PARK AND RECREATION ELEMENT

Goal 36: To acquire and improve land and facilities for recreational use in pace with local needs.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS SMART GROWTH PRINCIPLES

In addition to the city's goals for future development, the Sacramento Area Council of Governments (SACOG) has also developed a set of seven principles for smart growth and a Blueprint Plan to guide long-range growth within the six county metropolitan region. The SACOG seven principles of smart growth include:

- **Smart Growth Principle 1:** *Transportation Choices*
- **Smart Growth Principle 2:** *Housing Choices*
- **Smart Growth Principle 3:** *Compact Development*
- **Smart Growth Principle 4:** *Use Existing Assets*
- **Smart Growth Principle 5:** *Mixed Land Uses*
- **Smart Growth Principle 6:** *Natural Resource Conservation*
- **Smart Growth Principle 7:** *Quality Design*

In essence, SACOG smart growth principles advocate preservation and enhancement of the quality of life for the region's citizens; principles that are incorporated in the FPASP.

FPASP PLANNING PRINCIPLES

The primary intent of the FPASP is to establish a framework for logical and orderly growth within the Plan Area. The FPASP offers a set of planning principles to help guide the vision of the Plan Area. Specific objectives, policies and implementation measures can be found in the various sections of the FPASP. All planning principles, objectives and policies contained herein are consistent with those found in the Folsom General Plan and Folsom City Charter (*refer to Appendix B – General Plan Consistency Matrix*). The FPASP planning principles are outlined below and discussed in more detail in *Section 3 – Vision*:

- **Principle 1:** *Comprehensively Planned Community* – Create a well integrated, comprehensively planned community.
- **Principle 2:** *Enhancing the Natural Environment* – Preserve, protect and create natural habitat within open space areas that also provides opportunities for recreation and enjoyment.
- **Principle 3:** *Mixture of Compatible Land Uses* – Provide a variety of residential and commercial land uses, public facilities, parks, and open spaces.
- **Principle 4:** *Transportation Options* – Provide a public transportation system including: complete streets with bike lanes, sidewalks, planting and transit stops and a complete network of Class I bike paths, sidewalks, and pedestrian trails.
- **Principle 5:** *Compact Development* – Provide compact walkable neighborhood development form with vibrant, pedestrian oriented centers and gathering places that are consistent with Smart Growth principles.

- **Principle 6: *Sustainable Design*** – Make use of sustainable design practices intended to reduce greenhouse gas emissions, reduce water consumption and energy use and preserve valuable natural resources.

1.5 SPECIFIC PLAN ORGANIZATION

The FPASP guides growth and development within the Plan Area. The FPASP consists of the following sections:

- Section 1: *Introduction*** – This section outlines the purpose of the FPASP, defines the Plan Area goals, summarizes the regulatory framework, and lists the necessary entitlements and approvals.
- Section 2: *Setting*** – This section summarizes the history of the Plan Area, describes existing and adjacent uses, explains the physical characteristics of the site, and depicts current ownership.
- Section 3: *Vision*** – This section outlines the vision for development of the Plan Area including, land uses, major design principles, and sustainable design.
- Section 4: *Land Use*** – This section identifies and describes the proposed land uses for the Plan Area.
- Section 5: *Housing Strategies*** – This section discusses strategies for providing affordable housing, and describes residential types and locations where affordable housing may occur within the Plan Area.
- Section 6: *Town Center District*** – This section describes the form and function of the Town Center, an important central features of the Plan Area.
- Section 7: *Circulation*** – This section details the vehicular, pedestrian and bicycle circulation systems for the Plan Area. Signature roadway corridors are defined and detailed within this section. Public transportation is also addressed.
- Section 8: *Open Space*** – This section describes the natural open space within the Plan Area, including the concepts for its preservation and maintenance.
- Section 9: *Parks*** – This section describes the parks within the Plan Area and the park land dedication requirements.
- Section 10: *Resource Management and Sustainable Design*** – This section identifies the natural resources in the Plan Area and outlines a comprehensive strategy for their preservation, protection and management. Specific policies for Alder Creek are also found in this section.
- Section 11: *Public Services and Facilities*** – This section describes the services and facilities (schools, public safety, and other city services) proposed to serve the Plan Area.
- Section 12: *Utilities*** – This section discusses the utilities (water, wastewater, non-potable water, stormwater, natural gas, electric and communication) proposed to serve the Plan Area.
- Section 13: *Implementation*** – This section summarizes subsequent City of Folsom approvals and entitlements; administrative procedures; conceptual development areas; backbone infrastructure; public services; and financing, phasing and maintenance of public improvements.
- Appendix A: *Development Standards*** – This appendix includes tables describing the permitted uses and development standards for the various Plan Area land uses. Parking, grading and hillside development standards are also included in this section.
- Appendix B: *General Plan Consistency Matrix*** – This appendix demonstrates that the FPASP is consistent with all City of Folsom General Plan policies.

1.6 SPECIFIC PLAN AUTHORITY & REQUIREMENTS

The FPASP is prepared and established under the authority granted to the City of Folsom following the provisions of Title 7, Article 8, Sections 65450 through 65457, Planning and Land Use Law, California Government Code, and also through the Folsom City Charter. These provisions require that a Specific Plan be consistent with the adopted General Plan of the jurisdiction in which the plan is located.

CITY OF FOLSOM SPECIFIC PLAN REQUIREMENTS

The City of Folsom General Plan and the Folsom Municipal Code both outline the content requirement of a Specific Plan for large development areas. Chapter 21, Section 21.5 of the City of Folsom General Plan, and Title 17, Section 17.37.070 of the Folsom Municipal Code both list the required elements of a Specific Plan as:

17.37.070 Specific Plan Contents.

A. State Requirements.

1. A specific plan shall include a text and diagram(s) detailing the following:
 - a. The distribution, location and extent of the uses of land, including open space, within the area covered by the plan;
 - b. The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land use described in the plan;
 - c. Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable;
 - d. A program of implementation measures including regulations, programs, public work projects and financing measures necessary to carry out paragraphs a, b and c of this subdivision.
2. The specific plan shall include a statement of the relationship of the specific plan to the general plan.

B. City Requirements.

1. The city's requirements include the state requirements listed above, but in sufficient depth, scope and detail to provide not only policies for the development of the area but also specific standards for regulating that development. As specified in Chapter 21 of the General Plan, a Specific Plan must include the following:
 - a. The proposed land uses for all areas covered by the plan.
 - b. The types and configurations of building to be included in all developments within the plan area.
 - c. The location of and types of streets.
 - d. Public facilities and infrastructure required to serve developments within the specific plan area.
 - e. A parking and circulation plan for off-street parking areas showing the location of parking lots, the approximate number of spaces, and the approximate location of entrances and exits.
 - f. Proposed conservation, open space and/or recreation areas, if any.
 - g. In the historic Folsom area, an historic preservation program and building design guidelines to ensure compatibility of new construction with the existing land uses.
 - h. Any other programs, guidelines or standards that are appropriate for the area covered by the plan.

2. To meet the goal of tailoring general plan implementation to a specific area, no one format is prescribed, but the text and diagrams prepared must be organized in a manner that clearly states the goals of the specific plan and clearly sets forth regulations in a format readily usable by both professionals and lay persons who may have a role in implementing the specific plan. The community development department shall provide a checklist and examples of specific plan contents to assist applicants.

The FPASP provides standards and regulations intended to comply with Chapter 21 of the City of Folsom General Plan. Further refinements within the Plan Area will be addressed on a project-by-project basis through the submittal of tentative subdivision and tentative parcel maps. All subsequent projects within the Plan Area, including subdivisions and public works projects, shall be consistent with this Specific Plan and the City of Folsom General Plan.

1.7 RELATIONSHIP TO RELEVANT PLANNING DOCUMENTS

The FPASP is implemented by the City of Folsom with the supporting documents listed below. These documents are to be used in conjunction with the Specific Plan to ensure full implementation of General Plan goals and policies.

MEMORANDUM OF UNDERSTANDING (MOU) AND LAFCO RESOLUTIONS

In November 2000, the City of Folsom and Sacramento County entered into a Memorandum of Understanding (MOU) regarding the City of Folsom's Sphere of Influence Amendment (SOIA) proposal pending before the Sacramento County Local Agency Formation Commission (LAFCO). The intent of the MOU is "to serve as the guide to sound regional-long-range planning efforts by establishing and recognizing planning principles that will be incorporated into any annexation process relative to the SOIA area into the city, if such annexation ever occurs." The MOU outlined a comprehensive planning process for the SOIA, including public participation with various stakeholders and the public at large. It also addresses a number of issues including water supply, transportation, schools, and open space that were later incorporated into language found in LAFCo Resolutions, Measure W and City Charter Article 7.08.

In June 2001, the Sacramento Local Agency Formation Commission (LAFCo) approved *Resolution Nos. LAFC 1192, 1193, 1194, 1195 and 1196*, approving the City of Folsom Sphere of Influence Amendment Application (4-97) for the undeveloped land south of Highway 50 between Prairie City Road, White Rock Road and the El Dorado County line. LAFCo *Resolution No. LAFC 1196* also included a set of conditions that must be met prior to a submittal of any application to annex property within the Sphere of Influence Amendment area by the City of Folsom.

MEASURE W AND FOLSOM CITY CHARTER ARTICLE 7.08

In November 2004, Measure W was overwhelmingly supported by 69% of the City of Folsom voters. With the passage of Measure W, the Folsom City Charter was amended to read as follows:

7.08 Local Control of Land South of Highway 50

The Folsom City Council shall take the following actions prior to the approval by the Local Agency Formation Commission of the annexation of any of the land bounded by Highway 50, White Rock Road, Prairie City Road and the El Dorado County Line, hereafter referred to as "the Area."

- A. Water Supply. Identify and secure the sources of water supply(ies) to serve the Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.

- B. **Transportation.** Adoption of an Infrastructure Funding and Phasing Plan by the City Council providing for the construction of roadways and transportation improvements that are necessary to mitigate traffic impacts caused by any development of the Area. The infrastructure funding and phasing plan shall identify the timing for construction of all transportation improvements, including any required improvements along the Highway 50 corridor, and the timing of the construction of those improvements shall be tied to the anticipated rate of growth and associated traffic impacts. Folsom residents north of Highway 50 shall not be required to pay fees for the construction of any new transportation improvements required to serve the Area.
- C. **Open Space.** Adoption of a plan by the City Council requiring thirty (30%) percent of the area to be maintained as natural open space to preserve oak woodlands and sensitive habitat areas. Natural open space shall not include active park sites, residential yard areas, golf courses, vehicle staging areas, and their associated landscaping.
- D. **Schools.** Submission of a plan to the Folsom Cordova Unified School District providing for the funding and construction of all necessary school facilities for the Area, so that Folsom residents north of Highway 50 are not required to pay for the construction of new school facilities serving the Area and existing schools are not overcrowded by development in the Area.
- E. **Development Plan.** Adoption of a General Plan Amendment by the City Council to serve as the blueprint for development within the Area. The General Plan Amendment for this Area shall only be adopted after the completion and certification of an Environmental Impact Report. The environmental review shall include an evaluation of cultural, archaeological and prehistoric resources.
- F. **Public Notice.** The General Plan Amendment for the Area shall only be adopted by the City Council after comprehensive public meetings and hearings before the Planning Commission and City Council. Every registered voter in the City shall be mailed a notice of the time, place and date of the public meetings and hearings before the Planning Commission and City Council, along with a summary report on the proposed development plan. Further, the summary of the development plan and a summary of the associated environmental review shall be available for public review in the Folsom City Clerk's office, at all Folsom Public Libraries and on the city website.
- G. **Implementation.** All existing city plans, policies, ordinances, and other legislative acts shall be amended as necessary, as soon as possible and in the time and manner required by State law, including the California Environmental Quality Act, to ensure consistency between this Charter Amendment and those plans, policies and other provisions. Any plans required to be adopted by the Folsom City Council in subsections (A) through (E) of this section shall only be adopted after compliance with the California Environmental Quality Act and upon adoption shall take precedence over any other plans or policies relating to the Area, regardless of the manner, method or time of enactment.

FOLSOM GENERAL PLAN

The General Plan sets forth the general guidelines for orderly growth and development within the City. The General Plan was adopted in 1988, and has been amended over time. On June 14, 2011, the General Plan was amended with adoption of the Folsom Plan Area Specific Plan. ***Approved amendments to the Specific Plan may also require amendments to the General Plan; refer to Table 1.1 Folsom Plan Area Specific Plan Approvals Summary in this Section for more detail.***

FOLSOM MUNICIPAL CODE (FMC)

The City of Folsom Municipal Code (FMC) includes all of the regulatory and penal ordinances and certain of the administrative ordinances of the City of Folsom and establishes the standards for the enforcement of the various code articles, including but not limited to Article 4, Parks and Recreation; Article 12, Streets and Sidewalks; Article 13, Water and Sewage; Article 14, Buildings and Construction; Article 16 Subdivisions; and Article 17, Zoning. The FPASP customizes the standards and regulations

found in the FMC to help achieve the vision for the Plan Area. In any instance where the FPASP provisions conflict with the requirements of the FMC, the FPASP provisions will take precedence. Where the FPASP does not address a specific provision, the Folsom Municipal Code requirements will remain in force.

ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS)

As required by CEQA and NEPA, a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) was prepared for the project and the EIR portion of the document was certified by the Folsom City Council on 14 June 2011. The Record of Decision for the EIS portion of the document was issued by the USACE on 11 August 2011. The joint environmental document examines and identifies potential significant adverse environmental impacts that may result from the implementation of the FPASP. The EIR/EIS also recommends various mitigation measures to reduce or eliminate potentially adverse environmental impacts. A Mitigation Monitoring & Reporting Program was also approved with the joint EIR/EIS on June 14, 2011. *Addenda to the adopted EIR/EIS and other environmental documents have been approved for various FPASP projects; refer to Table 1.1 Folsom Plan Area Specific Plan Approvals Summary in this Section for more detail.*

DEVELOPMENT AGREEMENTS

Development Agreements have been approved and amended with the various FPASP individual project approvals; refer to the FPASP Individual Projects table in this section for more detail.

DEVELOPMENT STANDARDS

Development Standards are included in Appendix A – Development Standards of this document and they set forth the permitted uses, setbacks, building heights and other regulations of the FPASP. Development Standards applicable to the various FPASP individual development projects have been approved that have tailored development standards associated with these projects. Refer to Table 1.1 Folsom Plan Area Specific Plan Approvals Summary in this Section for more detail.

TRANSIT MASTER PLAN

The Transit Master Plan provides guidance for the implementation of the FPASP land use and circulation objectives and policies including improved mobility, a reduction in vehicle miles traveled, and improved air quality as required by AB 32 and SB 375. The Transit Master Plan was approved by the City of Folsom on July 12, 2011 (*Resolution No. 8870*).

OPERATIONAL AIR QUALITY MITIGATION PLAN

As required by LAFCo Resolution No. LAFC 1196, an Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District. The Operational Air Quality Mitigation Plan was approved by the City of Folsom on July 12, 2011 (*Resolution No. 8870*).

WATER MASTER PLAN

As required by LAFCo *Resolution No. LAFC 1196*, a Water Master Plan (WMP) has been prepared that includes details of the off-site transmission main, the on-site treatment plant, storage tanks, booster stations, distribution mains and laterals. The WMP was approved by the City of Folsom on July 12, 2011 (*Resolution No. 8870*). Brown and Caldwell updated the Water Master Plan on October 7, 2014.

NON-POTABLE WATER PLAN

The J. Crowley Group prepared a Recycled Water Infrastructure Analysis report on August 11, 2014.

WASTEWATER MASTER PLAN

As required by LAFCo *Resolution No. LAFC 1196*, a Wastewater Master Plan (WWMP) has been prepared that includes details of gravity sewer mains, pump stations, force mains, localized collector lines and individual laterals. The WWMP, and Wastewater Addendum No. 1, were approved by the City of Folsom on July 12, 2011 (*Resolution No. 8870*). Waterworks Engineers updated the Wastewater Master Plan in September 2014.

STORM DRAINAGE MASTER PLAN

As required by *LAFC Resolution 1196*, a Storm Drainage Master Plan (SDMP) has been prepared that includes details of the balanced centralized and low impact development stormwater management system. The SDMP was approved by the City of Folsom on July 12, 2011 (*Resolution No. 8870*). MacKay & Soms updated The Storm Drainage Master Plan in October 2014.

ADDENDUM TO THE CITY OF FOLSOM BIKEWAY MASTER PLAN

As required by *LAFC Resolution No. 1196*, an update of the City of Folsom Bikeway Master Plan, including the Plan Area, was prepared and approved by the City of Folsom on July 26, 2011 (*Resolution No. 8878*).

OPEN SPACE OPERATIONS AND MANAGEMENT PLAN

On October 24, 2017, the Folsom City Council approved the Operations and Management Plan for the Folsom Plan Area Conservation Area and Passive Recreation Open Space prepared by ECORP Consulting, Inc. (*Resolution No. 10022*).

COMMUNITY DESIGN GUIDELINES

A Community Design Guidelines document was prepared and adopted by the City of Folsom on May 12, 2015 (*Resolution No. 9563*).

PUBLIC FACILITIES FINANCE PLAN

As required by *LAFCo Resolution No. LAFC 1196*, and the Tier 1 Development Agreement approved in July 2011, a single Public Facilities Finance Plan (PFFP) that covers the entire Folsom Plan Area is required. The PFFP, and the Errata Report, prepared by Economic and Planning Systems, were approved by the Folsom City Council on January 28, 2014 (*Resolution No. 9298*). The PFFP is an \$877 million plan that describes the infrastructure and facility costs, presents a financing strategy, and estimates the time horizon for the development of the Folsom Plan Area.

WATER SUPPLY AGREEMENT

That certain Water Supply and Facilities Financing Plan and Agreement between the City of Folsom and certain landowners in the Folsom Plan Area entered into by and between the City of Folsom and Folsom Real Estate South, LLC, et al dated December 11, 2012 and recorded in the official records of Sacramento County, book 20130124, page 1382, on January 24, 2013, as amended.

TRUCK MANAGEMENT PLAN

A resolution expressing support for the Truck Management Plan and authorizing the City Manager to execute the Truck Management Plan agreement upon adoption by the Sacramento County Board of Supervisors was approved by the Folsom City Council on December 6, 2011 (*Resolution No. 8938*). The Truck Management Plan (TMP) was approved by the Sacramento County Board of Supervisors on December 14, 2011 (*Resolution No. 2011-0938*).

1.8 ENTITLEMENTS & APPROVALS

Development of the Plan Area requires, but is not limited to, the approval of the following entitlements by the City of Folsom:

- *Large Lot Tentative & Final Subdivision Maps*
- *Design Review*
- *Planned Development*
- *Small Lot Tentative and Final Subdivision Maps*
- *Project Level Design Guidelines*
- *Lot Line Adjustments*
- *Engineering Improvement Plans*
- *Conditional Use Permits (CUP)*
- *Grading Plans*

Development within the Folsom Plan Area may require the approval of the following actions by State and Federal agencies, including but not limited to:

- *Regional Water Quality Control Board Permits (Section 401)*
- *Clean Water Act Permits (Section 404)*
- *Streambed Alteration agreements (Section 1602)*
- *Agreements pursuant to Section 7 of the Federal Endangered Species Act*

1.9 SEVERABILITY CLAUSE

In the event that any portion of the FPASP is held invalid or unconstitutional by a California or Federal Court or other jurisdiction, such portions shall be deemed separate, distinct, and independent provisions and the invalidity of such provisions shall not affect the validity of the remaining provisions thereof. In such an event, the Director of the Community Development Department may determine if an amendment to the Specific Plan is required to replace the invalid provision with alternative language in order to maintain consistency with the General Plan and to maintain internal consistency with the remaining FPASP goals, policies and/or regulations.

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SETTING 2

2.1 PLAN AREA HISTORY

Located near the edge of the Sierra Nevada foothills, the area that would later become the City of Folsom played an important role in early prospecting, ranching, and farming activities. Settlers began streaming into the area during the mid-1800's, mostly in search of gold. Others established businesses directly related to the population boom: boarding houses, shops, saloons, etc. White Rock Road became an important travel route for freighting goods from Sacramento into the region; the road also served as a Pony Express route until 1860. The first railroad line extending from Sacramento to Folsom was built in 1856 and soon turned the foothill community into a bustling town. After the gold rush era, many settlers turned to ranching and farming as a way of life. Large tracts of land were converted into family farms and cattle ranches. These large, open tracts of land are what comprise the Plan Area today.



Cultural Remnants

Over the past 150 years, Folsom has attracted a steady stream of new residents. Initially, Folsom was home to those who enjoyed the short commute to Sacramento for work. More recently, Folsom has experienced rapid growth due to an influx of new businesses including many high-tech firms, industrial-based companies, and retail centers. With a solid employment and commercial foundation, the city has transformed into an economic center. Present day Folsom is a family-oriented city where residents can live, work, play and shop.

2.2 SITE DESCRIPTION

Located at the eastern edge of the Sacramento Valley, the main flora of the Plan Area consists of prairie grasslands and scattered oak woodlands. Alder Creek and its seasonal tributaries are located in the western two-thirds of the site. Poor soils and little groundwater render the site incapable of supporting full-scale agricultural operations. Due to this condition, the Plan Area has historically been used for grazing purposes. Prior to annexation to the city, the Plan Area was zoned AG (Agriculture) by Sacramento County.



Oak Prairie

Three broadcasting towers are located on the most prominent hill in the Plan Area and they will remain as part of the proposed Russell Ranch project.

Additionally, a SMUD overhead double circuit 230 kV electric transmission line traverses the site in a north-northeast/south-southwest direction, approximately one-quarter mile east of Prairie City Road. A single family residence is centrally located, at the southern edge of the existing Oak Woodlands, and it may remain during build-out of the Plan Area (refer to *Figure 2.1 – Aerial Photo*).



Figure 2.1 – Aerial Photo

2.3 EXISTING TOPOGRAPHY

The Plan Area consists of two distinct topographic regions: hillside and valley floor. The hillside region includes all of the property east of Old Placerville Road and consists of hilly terrain located where the lower foothills of the Sierra Nevada mountain range join the Sacramento Valley floor. Elevations vary from 440 to 800 feet above sea level. This rise in elevation is the first dramatic topographic change seen while driving east on Highway 50. Existing slopes average 15%.

The topography of the valley floor consists of gently rolling terrain located between Old Placerville Road on the east, Highway 50 on the north, White Rock Road on the south and Prairie City Road on the west. Slopes in this region vary between 0% and 15%; however, some isolated steep slopes exist along



Hillside Region

the edges of Alder Creek and its intermittent tributaries. Additionally, the western region of the Plan Area contains extensive native oak woodlands.

2.4 SURROUNDING USES

Just north of the Plan Area is a balanced community of homes, businesses, and shopping centers. Along the north side of the Highway 50 corridor are several major retail centers that serve nearby residents from both Folsom and El Dorado Hills. To the east of the Plan Area is El Dorado County with housing developments and the El Dorado Hills Town Center. To the south, across White Rock Road, the Plan Area is bordered by open range land. The Aerojet-Rocketdyne missile and propulsion facility is located to the west of the Plan Area as are the recently approved master-planned communities of Glenborough at Easton and Easton Place. Development of these communities will occur over an extended time period.

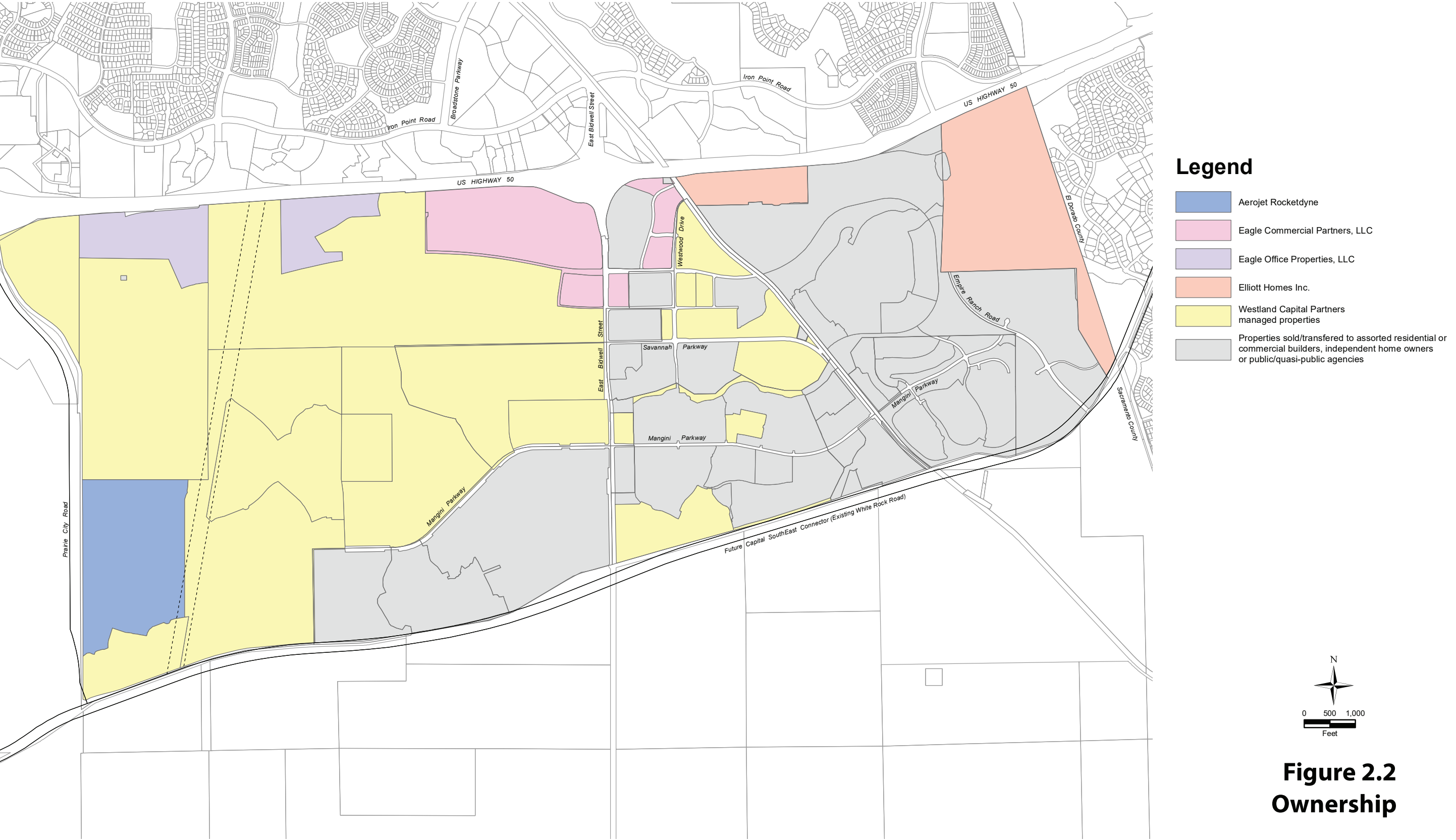


Valley Floor Region

2.5 EXISTING OWNERSHIP

The overall Plan Area comprises 3,509.8-acres and is owned by numerous separate limited liability companies and corporations. The City of Folsom and other public agencies own several existing road and utility corridors. (refer to *Figure 2.2 – Ownership*).

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VISION 3

3.1 INTRODUCTION

The Folsom Plan Area Specific Plan (FPASP) is the guiding planning document for the 3,509.8-acre Plan Area. The FPASP implements the Plan Area vision of a balanced high quality, walkable community that preserves significant natural site features and resources. The FPASP provides a full range of housing options to meet market demands as well as retail and office commercial, industrial/office park, and public uses that will bring new jobs and services to the community. The FPASP is consistent with the City of Folsom General Plan (refer to *Appendix B – General Plan Consistency Matrix*) and the SACOG Blueprint Plan and Smart Growth Principles and is the result of a collaborative planning effort between the Plan Area property owners, the City of Folsom, city residents, and state and federal agencies.

3.2 COMMUNITY VISION

Envisioned as a self-sufficient, pedestrian and transit-oriented community, the FPASP provides a range of shopping, employment, housing and schooling options, transportation choices, and recreational alternatives that respect both the character of the site as well as adjacent city neighborhoods. The FPASP features a mix of residential neighborhoods of diversified densities; a centrally located regional commercial center along Highway 50; a mixed-use town center; a mixed use neighborhood center; and schools, parks, and other neighborhood services that are distributed throughout the community and linked together by a transit corridor and a system of complete streets.

Consistent with Folsom City Charter Article 7.08, thirty percent (30%) of the Plan Area is preserved in perpetuity as natural open space in order to protect and preserve existing oak woodlands, wetlands, Alder Creek, hillsides and other natural site features. As an added benefit, the natural open space preserve provides recreational amenities such as bike paths, picnic areas, and trails for Plan Area residents. The open space preserve also serves as a vital link in the city-wide and regional open space system.

At build out, the Plan Area community will feature as many as 11,461 dwelling units; up to 7,833 new jobs; sites for five new elementary schools, a middle school, and a high school; sites for five neighborhood parks, five local parks, two community parks; and approximately 1,066.6-acres of natural open space.

DESIGN FRAMEWORK

The FPASP is comprised of vibrant commercial centers, diverse residential neighborhoods, and a full range of public services and facilities supported by an extensive infrastructure network of “complete streets” and landscape corridors, underground utilities, open space and natural parkways, and a proposed transit system that will link all land uses and provide an alternative mode of travel that will assist in reducing vehicle miles traveled (VMT) within the Plan Area and beyond.

Multiple and direct street routing based on a traditional rectilinear grid pattern is a feature throughout much of the community, particularly in the town center, neighborhood center and the higher density residential neighborhoods. This pedestrian oriented pattern of short blocks divided by streets helps to make the neighborhoods more walkable. Urban blocks will define commercial centers with distinct building edges and a continuous canopy of street trees to provide relief, shade and a sense of place for the pedestrian.

The pattern of residential neighborhoods located on steeper topography, adjacent to open space, reverts to a more curvilinear hierarchical system of local, collector and arterial streets incorporating traffic calming features that more accurately reflect site conditions. These neighborhoods are connected through an extensive system of complete streets, bike paths, and pedestrian trails.

3.3 PLANNING PRINCIPLES

The FPASP places high importance on sustainability and Smart Growth principles in its design, promoting the conservation of natural resources, transportation choices, compact development, housing diversity, and the reduction of greenhouse gas emissions. Combined with the vision expressed by the Folsom community, the FPASP is based on the following six planning principles that are further elaborated in this section:

- **Planning Principle 1 – Comprehensively Planned Community:**
Create a well-integrated, comprehensively planned community.
- **Planning Principle 2 – Enhancing the Natural Environment:**
Preserve and protect the natural habitat within open space areas that also provides opportunities for recreation and enjoyment.
- **Planning Principle 3 – Mix of Compatible Land Uses:**
Provide a variety of residential and commercial land uses, public facilities, parks and open spaces
- **Planning Principle 4 – Transportation Options:**
Provide a public transportation system; a network of “Complete Streets” with bike lanes, sidewalks, and transit stops; and a comprehensive system of Class I bike paths, sidewalks and pedestrian paths.
- **Planning Principle 5 – Compact Development:**
Provide compact walkable neighborhood development form, with vibrant, pedestrian-oriented centers and gathering places that are consistent with Smart Growth principles.
- **Planning Principle 6 – Sustainable Design:**
Make use of sustainable design practices intended to reduce greenhouse gas emissions, reduce water consumption, and energy use, and preserve valuable natural resources.



PLANNING PRINCIPLE 1 – *Comprehensively Planned Community*

The FPASP represents the culmination of a comprehensive planning process that began nearly 20 years ago when the City of Folsom submitted a sphere of influence amendment application to the Sacramento Local Agency Formation Commission to extend its sphere of influence south of U.S. Highway 50 to encompass approximately 3,500 acres of undeveloped land in Sacramento County. The planning process continued with a project visioning and public participation phase in which input from the public was solicited to define the plan vision and lay the groundwork for the development of various conceptual land use plan alternatives. Through continuing vision sessions, a proposed annexation concept plan was developed and the preparation of the Specific Plan began. The FPASP is the result of this multi-year comprehensive planning process.

PLANNING PRINCIPLE 2 – *Enhancing the Natural Environment*

The FPASP includes one of the largest natural open space plans in the Sacramento region for the preservation, protection and enhancement of valuable natural resources including oak woodlands, Alder Creek and its intermittent tributaries, wetlands, ponds, hillsides, cultural resources, and scenic vistas. The FPASP and its associated Open Space Operations & Management Plan, Operational Air Quality Mitigation Plan, and Mitigation Monitoring and Reporting Program provides objectives, policies and implementation measures to ensure the conservation and protection of these valuable natural resources.



PLANNING PRINCIPLE 3 – *Mix of Compatible Land Uses*

Land uses in the FPASP are thoughtfully placed to respect the natural features and scenic vistas of the site while at the same time integrating a wide range of compatible developments including residential, commercial, and employment uses. A variety of circulation elements and amenities including an east/west transit corridor that reserves right-of-way for future public transit modes, an efficient street grid system, and a network of trails and walkways provide a strong sense of connectivity and walkability throughout the community. Residents benefit from the close proximity of homes to retail and employment uses as well as open space and park areas.

Housing Choices

The FPASP proposes a housing pattern that will offer a wider range of choice and price in housing types that reflect the strong traditional family values of Folsom while providing for housing types reflective of future market conditions. Six housing types are proposed for the Plan Area including traditional single-family detached homes at densities of 1 to 4 dwelling units per acre to a newer style of high density single-family detached homes on small lots that are more affordable to today's young families. Additionally, the FPASP provides a range of multi-family housing options including attached and detached townhomes, multi-story apartments and condominiums that increase affordable housing opportunities. The mixed use town center and neighborhood center offers a condominium or apartment style of living integrated with commercial uses not previously seen in the Folsom market. The Plan Area's mix of residential options provides the foundation for pedestrian oriented neighborhoods that offer affordable housing opportunities to satisfy the housing needs of all income groups.



Commercial Variety

Consistent with the planning principles of comprehensive planning, compact growth, and a jobs/housing balance, the FPASP provides over 1.44 million square feet of regional, general, community and mixed use commercial uses that will serve both regional and local needs. Additionally, the Plan Area features over 1.35 million square feet of industrial office park development that will further contribute to the new jobs the Plan Area is expected to generate. The regional commercial center is strategically located adjacent Highway 50, the East Bidwell Street Interchange and the Plan Area Transit corridor in order to provide convenient access to the center by auto and transit. The regional commercial center will offer retail shopping, restaurants, services, indoor entertainment venues, civic amenities, and multi-family housing.



The regional and general commercial land use designations allow for office development, multi-family housing as well as large-scale retail uses that will provide shopping opportunities for all Folsom residents as well as visitors from El Dorado Hills and other neighboring communities. The community commercial and neighborhood mixed use commercial center will contain retail and service based establishments that are intended to serve the immediate neighborhoods it which they are located and therefore, will appeal to the local area residents. The mixed use town center will be the civic hub of the community and it will contain unique retail, entertainment and service-based establishments.

Jobs/Housing Balance

The FPASP strives to balance jobs and housing on a local and regional level through the provision of retail commercial, office commercial, industrial/office park, and public services designated land uses that will create numerous employment opportunities. It is estimated that up to 7,833 new jobs will be created in the Plan Area for a potential jobs/housing ratio of approximately one job for every .7 Plan Area dwelling units. The .7 to 1 ratio of jobs to housing units provides a potentially significant reduction in vehicle miles traveled (VMT) and a corresponding reduction in green house gas emissions.

Open Space & Parks

The 1,068.8-acres of Plan Area natural open space protects and preserves important oak woodland wildlife habitat, viewshed corridors, wetlands, and cultural features and provides valuable recreational opportunities. Open space, paired with approximately 140.3-acres of community, neighborhood and local public parks, provides for abundant passive and active recreational amenities for Plan Area residents within easy walking distance of residential neighborhoods.

Public Facilities

The FPASP provides for public and quasi-public land uses throughout the Plan Area. In addition to schools and parks, the Plan Area includes sites for two fire stations, a police substation as well as a site for a municipal service center that is proposed to house city offices and a branch library. The FPASP also allows for the inclusion of quasi-public facilities including churches, meeting halls and clubs. The FPASP provides convenient public and quasi-public services and facilities to meet the needs of Plan Area residents and to eliminate the possibility of burdening existing public services and facilities in other parts of the city.



PLANNING PRINCIPLE 4 - Transportation Options

Planning for transportation options means designing a community plan that encourages people to walk, cycle, take a bus, or carpool so that auto trips will be less frequent and shorter. Consistent with the recently approved Sustainable Communities and Climate Protection Act (SB 375), the FPASP land use and circulation plans provide a public transit corridor and local bus routes and transit stops, a comprehensive system of complete streets, compact residential neighborhoods that encourage walking, and an interconnected system of bike and pedestrian paths that facilitate and encourage alternative modes of travel.

The Plan Area town center, neighborhood center and higher density residential neighborhood development pattern is based on the efficient traditional rectilinear grid of blocks and streets. This development pattern, in conjunction with a comprehensive system of complete streets, makes neighborhoods more walkable, with the potential of decreasing overall vehicle trip lengths and duration.

Public Transit

The Plan Area Transit Master Plan provides guidance for implementation of the FPASP land use and circulation objectives and policies including improved mobility, a reduction in vehicle miles traveled (VMT) and improved air quality as required by AB 32 and SB 375. To accomplish these objectives, the FPASP Transit Master Plan proposes a transit corridor and associated fixed route bus service as an integral component of the Plan Area land use plan. The FPASP further recommends and encourages transit and pedestrian oriented development, including high density residential and employment generating uses, around and along the transit corridor as a way to decrease reliance on the automobile and encourage alternative modes of travel.

Express bus transit service is envisioned to serve the Plan Area, providing connections to Plan Area destinations such as the town center, regional commercial center, industrial/office park areas, higher density residential areas in the community and access to other sections of the city and to regional destinations as well. Over time, the bus transit service may evolve into a bus rapid transit (BRT) system.

Complete Streets, Bikeways and Pedestrian Trails

With approval of AB 1358, the California Complete Street Act of 2008, California became the first state in the nation to incorporate “Complete Streets” principles into the design of all local streets. The Act ensures that streets will be designed to accommodate all users, and not just the motorist. The Act further ensures that streets will be safer for pedestrians and cyclists and will enable more people to cycle and walk for transportation. The FPASP circulation system is based on the “Complete Streets” principles and provides Class II bike lanes on all arterial and collector streets and Class III bike routes on selected local collectors and local streets.



The FPASP also provides an extensive system of Class I bike paths and pedestrian trails located in the extensive Plan Area open space network that link residential neighborhoods, schools, parks and other public facilities. The FPASP ensures that most Plan Area residents are no more than approximately one-half mile from a commercial center, school, park or other Plan Area features.

PLANNING PRINCIPLE 5 - *Compact Development*

The goal of compact development is to create communities that use land wisely and efficiently in order to protect valuable natural habitat, reduce water consumption, improve public health by encouraging walking and cycling, provide higher density compact forms of housing, and discourage driving by offering public transit options. The Plan Area will provide high density residential and employment generating uses as well as nodes of mixed-use pedestrian activity along the transit corridor to insure that the community develops in a compact form. Compact growth allows a new community to meet the goals and policies of California’s Global Warming Solutions Act (AB 32) and Sustainable Communities and Climate Protection Act (SB 375). Vibrant urban neighborhoods establish the framework of the Plan Area.

Vibrant Town Center and Neighborhood Center

The town center and the neighborhood center are the defining features and the “go-to” destinations in the community. The town center is one of several social hubs in the community that create a sense of place to be enjoyed by the community at large. The town center is envisioned as a pedestrian-oriented, mixed-use commercial center. The mixed-use neighborhood commercial gathering center may host local seasonal events, such as a farmer’s market, concerts, holiday gatherings, and local celebrations.



Connected and Walkable Neighborhoods

A walkable community, designed at a pedestrian-scale, encourages neighborhood interaction and allows people to safely and easily reach local destinations such as schools, parks, and local commercial areas. The Plan Area's system of bike paths, sidewalks, trails, and pathways are provided to ensure that most residents are no more than approximately one-quarter mile from local services, transit, and other daily needs, thus reducing automobile trips, vehicle miles traveled and greenhouse gas emissions.

PLANNING PRINCIPLE 6 - Sustainable Design

The FPASP objectives, policies and mitigation measures promote “green” building practices, low impact development strategies, energy conservation policies and water conserving principles. To set the standard, all City of Folsom buildings and open space preserves should:

- *Be constructed to LEED-NC standards;*
- *Incorporate energy star roofing and other energy conserving features such as and energy star appliances;*
- *Use low impact development (LID) strategies for stormwater control; and*
- *Use California central valley and foothill native plants to conserve water in all open space and natural parkway plantings.*

Additionally, the transportation and street design options designed into the plan will reduce vehicle miles traveled (VMT) which should, along with other sustainable measures such as the use of electric lawn mowers, parking lot shading and restrictions on the use of wood burning fireplaces, help reduce greenhouse gas emissions as prescribed by AB 32. Water conservation principles, including the use of non-potable water for low volume irrigation systems, are also included in the FPASP sustainable policies.



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LAND USE

4.1 INTRODUCTION

The Folsom Plan Area Specific Plan (FPASP) is a comprehensively planned community whose form is based on smart growth principles; natural site features; sustainable communities and climate protection (SB 375) legislation; and the voice of Folsom residents who overwhelmingly approved Measure W in November 2004 requiring, among other things, the preservation of thirty-percent (30%) of the Plan Area as natural open space. The land use plan shown in *Figure 4.3 – Specific Plan Land Use Designations* illustrates these principles and the relationship between Plan Area land uses.

The land use plan also embodies the planning principles articulated in *Section 1 – Introduction* of the FPASP, including a comprehensive planning process that began in 2001 with the approval of the sphere of influence amendment, and continued on through a series of stakeholder interviews, community workshops, and public meetings to arrive at a community consensus of the Plan Area vision of a balanced high-quality, pedestrian friendly, walkable community that preserves natural site features; provides a full range of housing options; incorporates retail, office, light industrial and public uses in its plan; and brings new high quality jobs and services to the community. The significant areas of open space incorporated in the land use plan articulates another of the Plan Area planning principles of preserving and enhancing the natural environment by protecting natural habits including oak woodlands, Alder Creek and its intermittent tributaries, wetlands, hillsides, and cultural features.

The existing physical features of the property naturally divide the Plan Area into three distinct districts, shaped in part by the diversity of their proposed land uses as well as the physical setting of each area. The “Central District”, the largest of the three, is defined by the existing oak woodlands to the west, the Sacramento-Placerville Transportation corridor to the east, Highway 50 to the north and White Rock Road to the South. This district contains the bulk of the commercial and higher density residential uses. The eastern “Hillside District” includes all of the hilly terrain east of the Sacramento-Placerville Transportation corridor and as is characterized by lower density residential uses. The “Southwest District”, set apart from the other two districts by the oak woodlands, includes a mix of community commercial, multi-family and single family residential land uses in the southwest corner of the Plan Area

Central District

The approximately 1.5 square mile “Central District” of the Plan Area is the heart of the community and embodies the planning principles of mixed compatible uses, developed in a compact pattern, serviced by a number transportation alternatives. Alder Creek Parkway and East Bidwell Street visually and physically divide the highly compact “Central District” into four quadrants, each with a defining land use. The regional commercial center is the defining land use in the northwest quadrant. The mixed-use walkable town center, with its potential municipal service center, commercial shopping areas, and multi-family residential uses defines the character of the southwest quadrant. The southeast quadrant’s major focus is its commercial shopping area, elementary school and park, open space corridor and



"Central District"

Consistent with the planning principle of interconnect streets, the “Central District” relies on a neo-traditional orthogonal system of “Complete Streets” and short blocks to slow traffic and provide multiple pedestrian routes. The addition of on-street parking, bike lanes, traffic circles, bulb-outs, special pavement treatments, wide sidewalks, lighting fixtures, street trees and landscape furnishings will also contribute to a lively pedestrian friendly street scene in this district. The regional transit corridor, that traverses the “Central District,” will provide alternative access to local and regional destinations.

The eastern “Hillside District” is defined by the abrupt change in topography that occurs immediately east of the Sacramento-Placerville Transportation corridor. Due to its hilly terrain, this district is most suitable for lower-density residential development. Therefore, the majority of uses in this district are single family and single family high density residential with a general commercial node located on the relatively flat hilltop adjacent to Empire Ranch Road and Highway 50. A neighborhood elementary school and park are the focus of the single family neighborhoods. Unlike the “Central District,” streets are curvilinear and reflect the shape of the land. Proposed contour grading will further define this district and an extensive open space system will preserve steeper slopes, intermittent drainages and wetlands.



Southwest District

The “Southwest District” is physically disconnected and separated from the remainder of the Plan Area by the large oak woodland open space that isolates it from the “Central District” to the east. The major focal point of this district is the 50.9-acre Community Park West. This district includes a node of community commercial and multi-family residential uses at Prairie City and White Rock Roads. An elementary school, high school, and local and neighborhood parks provide focus for the remaining single family and single family high density residential uses.



"Southwest District"

4.2 LAND USE OBJECTIVES AND POLICIES

The FPASP incorporates a number of objectives and related policies intended to guide the development of the Plan Area. Objectives and policies related to Land Use are as follows:

Objective 4.1:

Develop a distinct town center that acts as both a community focal point and destination attraction, and also helps to create a unique Plan Area identity.

Objective 4.2:

Locate commercial centers, public buildings, parks, and schools within walking distance of residential neighborhoods.

Objective 4.3:

Provide open space areas for the preservation and conservation of natural features, for limited recreational facilities and to provide visual relief.

Objective 4.4:

Provide required park sites throughout the Plan Area that are linked by sidewalks, bike paths and trails to promote pedestrian and bicycle usage.

Objective 4.5:

Provide required school sites within walking distance of residential neighborhoods in the Plan Area to accommodate the needs of future residents.

Objective 4.6:

Provide a public transit corridor that connects transit oriented developments of higher density residential uses to commercial, light industrial/office park and office uses and offers opportunities for regional transit connections.

RESIDENTIAL POLICIES:

Policy 4.1:

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Policy 4.2:

Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.

Policy 4.3:

Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.

Policy 4.4:

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Policy 4.5:

All multi-family high density residential sites shall provide on-site recreational amenities for its residents, unless directly adjacent to a park site.

Policy 4.6:

As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,844¹. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.

Policy 4.6A:

A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 14.8 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.

Policy 4.7:

Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.

Policy 4.8:

Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.

Policy 4.9:

Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's plan areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

COMMERCIAL/OFFICE POLICIES:***Policy 4.10:***

The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.

Policy 4.11:

The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.

Policy 4.12:

Commercial and office areas should be accessible via public transit routes, where feasible.

¹ This figure may increase by 463,914 SF if the SP-MLD and SP-MMD dwelling unit allocations for the SP-RC parcel (61) and SP-GC parcels (77, 78 & 85A) are not constructed (refer to Table 4.2 - Land Use Summary).

Policy 4.13:

The Plan Area land use plan should include commercial, light industrial/office park and public/quasi-public land uses in order to create employment.

Policy 4.14:

The transfer of commercial intensity is permitted as provided in *Section 13.3 – Administrative Procedures*.

OPEN SPACE POLICIES:**Policy 4.15:**

Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.

Policy 4.16:

The open space land use designation shall provide for the permanent protection of preserved wetlands.

PARK POLICIES:**Policy 4.17:**

Land shall be reserved for parks as shown in *Figure 4.3 – Specific Plan Land Use Designations* and *Table 4.2 – Land Use Summary*. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in *Figure 4.3 – Specific Plan Land Use Designations*. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.

Policy 4.18:

Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (*General Plan Policy 35.8*) of 5-acres of parks for every 1,000 residents.

Policy 4.19:

Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.

Policy 4.20:

Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.

PUBLIC/QUASI-PUBLIC POLICIES:**Policy 4.21:**

Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in *Figure 4.3 – Specific Plan Land Use Designations*.

Policy 4.22:

Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in *Figure 4.3 – Specific Plan Land Use Designations* and have comparable acreages as established in *Table 4.2 – Land Use Summary*.

Policy 4.23:

Elementary school sites shall be co-located with parks to encourage joint-use of parks.

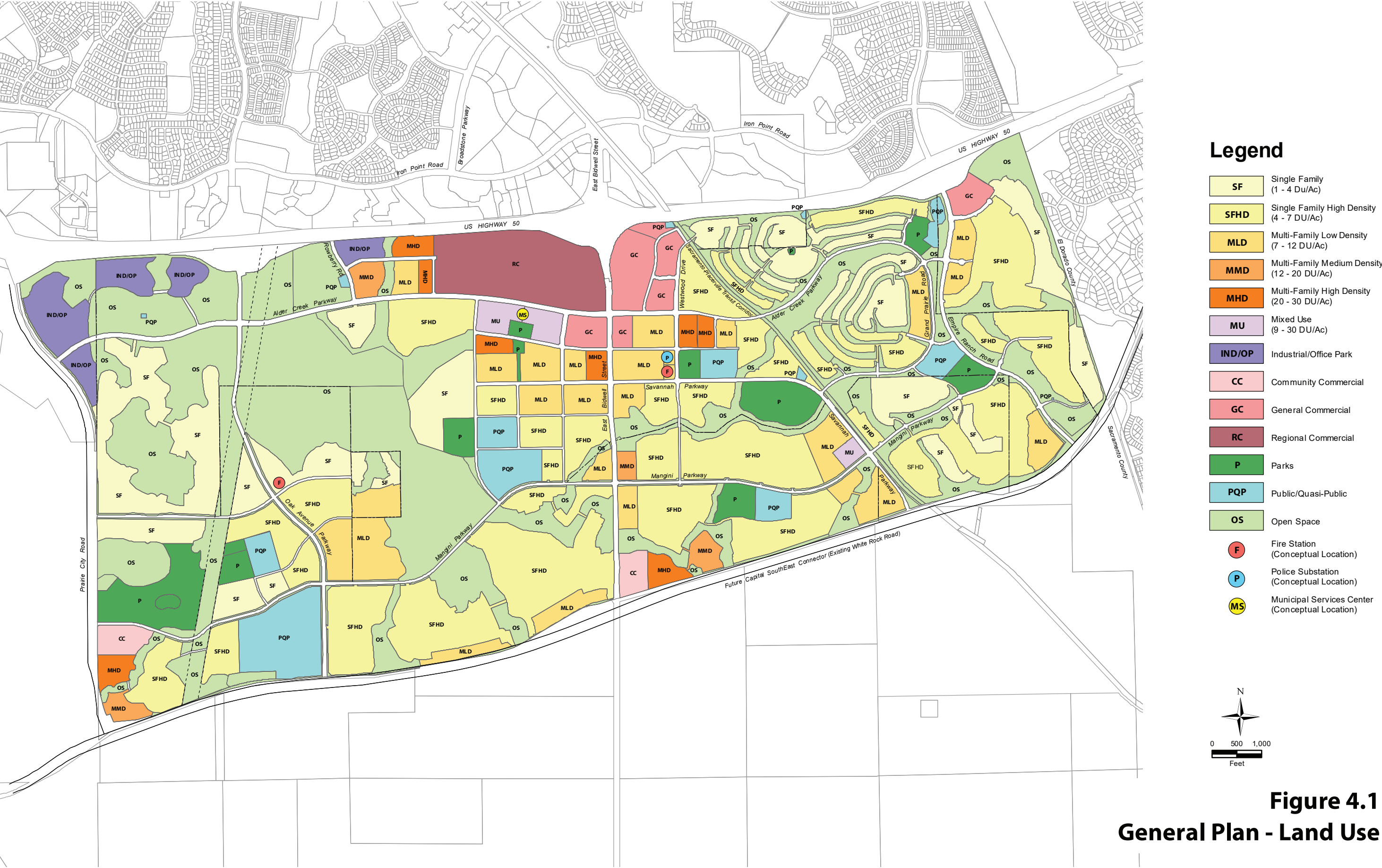
Policy 4.24:

All Public/Quasi-Public sites shown in *Figure 4.3 – Specific Plan Land Use Designations* may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet². For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement SCH#200809205) shall not be exceeded without requiring further CEQA compliance.

4.3 GENERAL PLAN LAND USE DESIGNATIONS

As required by state law, every city and county in California must have a general plan, which is the local government's long-term framework for future development. The general plan identifies the types of development that will be allowed in the city and the general land use pattern of future development. Included in the general plan is a land use diagram. The FPASP provides a variety of land uses that are consistent with the Folsom General Plan land use diagram (refer to *Figure 4.1 – General Plan Land Use* and *Table 4.1 – Land Use Consistency*).

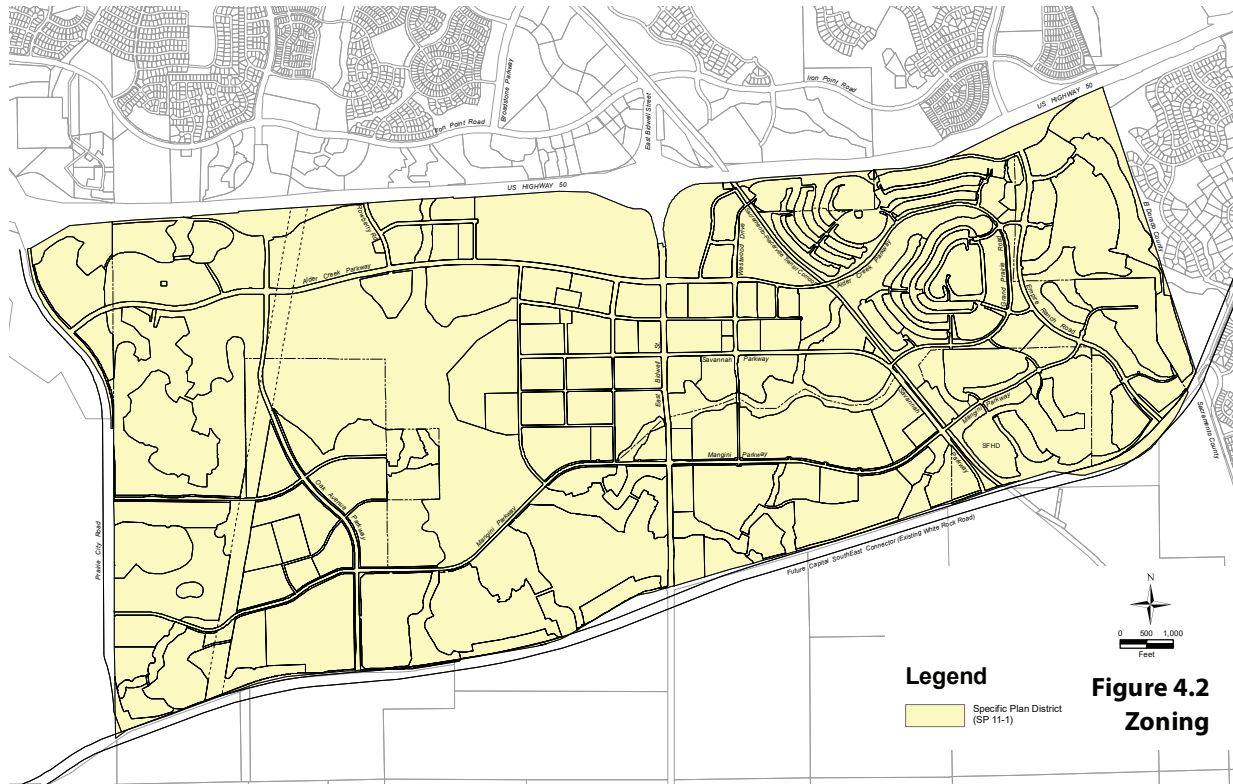
² This figure may increase by 463,914 SF if the SP-MLD and SP-MMD dwelling unit allocations for the SP-RC parcel (61) and the SP-GC parcels (77, 78 & 85A) are not constructed (refer to *Table 4.2 – Land Use Summary*)



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4.4 SPECIFIC PLAN ZONING

On June 28, 2011, consistent with the requirements of the Folsom Municipal Code, the entire Plan Area was zoned SP – Specific Plan District and was assigned the number SP 11-1 (*Ordinance No. 1148*). On the City’s zoning map, the entire Plan Area is delineated SP 11-1 and the number distinguishes the FPASP from all other specific plans in the City (refer to *Figure 4.2 – Zoning*).



**Figure 4.2
Zoning**

4.5 SPECIFIC PLAN LAND USE DESIGNATIONS

As required by state law, The FPASP provides a variety of land uses that are consistent with the Folsom General Plan. Additionally, the Plan Area land use designations implement several of the FPASP planning principles including Principle 1 – Create a well integrated comprehensively planned community and Principle 3 – Provide a mix of residential and commercial land uses; public facilities; parks and open spaces. The FPASP land use designations provide multiple residential, employment and retail opportunities, as well as open space areas, parks, schools, and other public uses. All Plan Area land uses are consistent with the Folsom General Plan (refer to *Table 4.1 – Land Use Consistency*). Plan Area land uses are shown in *Figure 4.3 – Specific Plan Land Use Designations*, summarized in *Table 4.2 – Land Use Summary*, and described in Section 4.5.1 – Residential Land Uses, Section 4.5.2 – Non Residential Land Uses, and Section 4.5.3 – Overlay Combining Districts.

TABLE 4.1
LAND USE CONSISTENCY

	Folsom Plan Area Specific Plan <i>Land Use Designation</i>	Folsom General Plan <i>Land Designation</i>
Residential Uses	Single Family (SP-SF)	Single Family (SF)
	Single Family High Density (SP-SFHD)	Single Family (SFHD)
	Multi-Family Low Density (SP-MLD)	Multi-Family Low Density (MLD)
	Multi-Family Medium Density (SP-MMD)	Multi-Family Medium Density (MMD)
	Multi-Family High Density (SP-MHD)	Multi-Family High Density (MHD)
	Mixed Use (SP-MU)	Mixed Use (MU)
Non-Residential Uses	Industrial / Office Park (SP-IND/OP)	Industrial / Office Park (IND)
	Community Commercial (SP-CC)	Community Commercial (CC)
	General Commercial (SP-GC)	General Commercial (GC)
	Regional Commercial (SP-RC)	Regional Commercial (RCC)
	Parks (SP-P)	Parks (P)
	Open Space (SP-OS1)	Open Space (OS)
	Open Space (SP-OS2)	Open Space (OS)
	Public/Quasi-Public (SP-PQP)	Public/Quasi-Public (PQP)

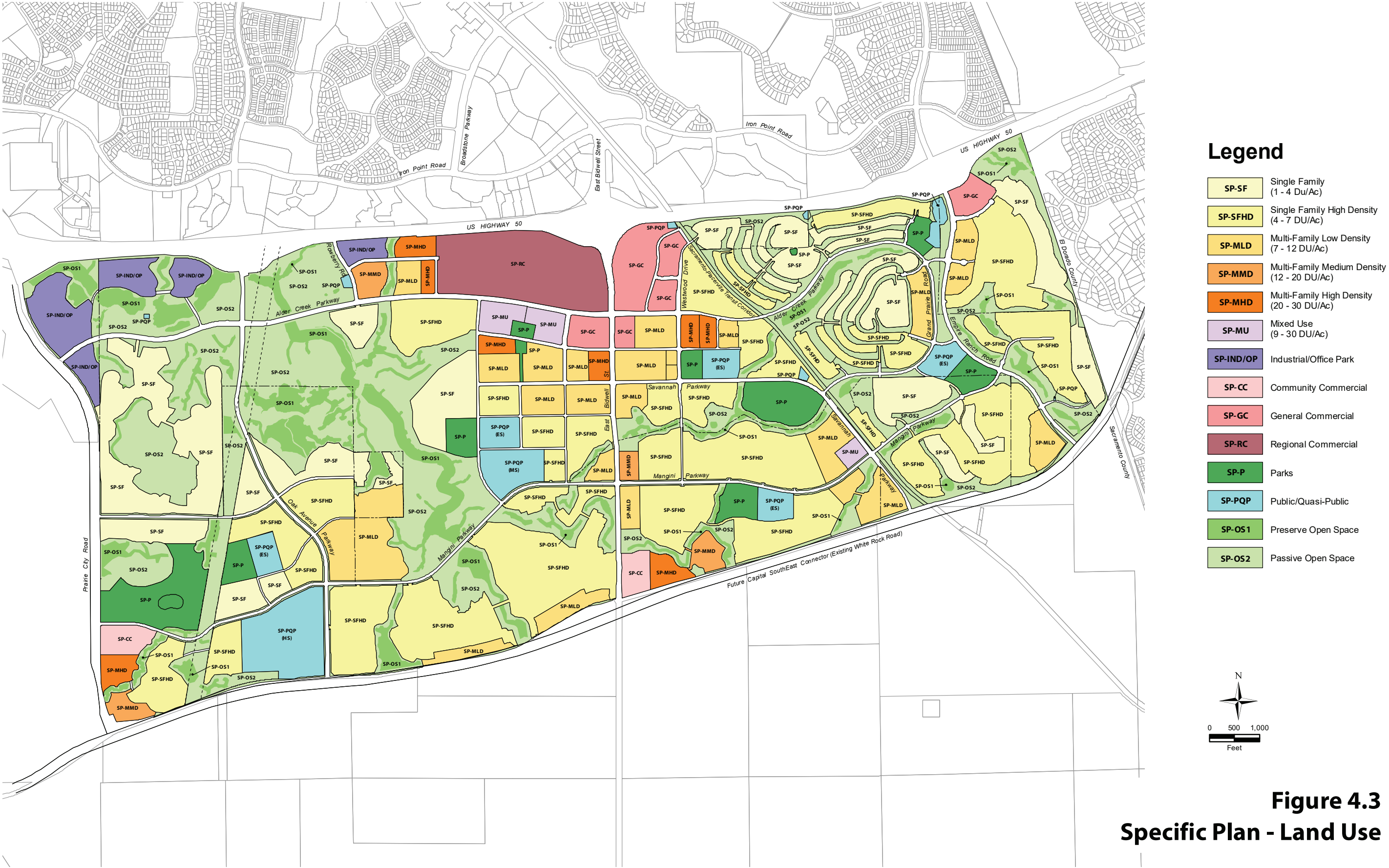


Table 4.2 Land Use Summary											
Land Use Symbol	Specific Plan Land Use Designation	Gross Area (Acres)	% of Site Area	Density Range (Du/Ac)			Target Dwelling Units (DU) (1)	% of Allocated Dwelling Units	Projected Population (3)	Target FAR (2)	Potential Bldg. Area (GSF)
SP-SF	Single Family (1)	423.9	12.1%	1.0	-	4.0	1,540	13.4%	4,497		
SP-SFHD	Single Family High Density	690.5	19.7%	4.0	-	7.0	3,685	32.2%	10,760		
SP-SFHD	Single Family High Density (Active Adult) (5)	158.2	4.5%				755	6.6%	1,510		
SP-MLD	Multi-Family Low Density	234.4	6.7%	7.0	-	12.0	2,048	17.9%	3,973		
SP-MLD	Multi-Family Low Density (Active Adult)	19.8	0.6%				164	1.4%	318		
SP-MLD	Multi-Family Low Density (Parcel 270A) (4)	12.5	0.4%	7.0	-	12.0	114	1.0%	333		
SP-MLD	Multi-Family Low Density (Police and Fire Station)	3.0	0.1%				0	0.0%	0		
SP-MMD	Multi-Family Medium Density	33.0	0.9%	12.0	-	20.0	600	5.2%	1,164		
SP-MHD	Multi-Family High Density	53.5	1.5%	20.0	-	30.0	1,379	12.0%	2,675		
	Subtotal Residential	1628.8	46.4%				10,285	89.7%	25,230		
SP-MU	Mixed Use District (6)	26.5	0.8%	9.0	-	30.0	281	2.5%	544	0.20	100,362
SP-IND/OP	Industrial/Office Park	78.7	2.2%							0.30	1,028,451
SP-CC	Community Commercial	24.2	0.7%							0.25	235,224
SP-GC	General Commercial (Parcel 233)	11.5	0.3%							0.25	125,235
SP-GC	General Commercial (Parcel 77) (GC - RC)	11.8	0.3%							0.28	130,000
SP-GC	General Commercial (Parcel 78) (GC - RC)	5.9	0.2%							0.28	27,900
SP-GC	General Commercial (Parcel 85A)										
	General Commercial - Regional Commercial	4.8	0.1%							0.28	106,000
	General Commercial - General Commercial	21.8	0.6%							0.25	406,620
	General Commercial - Industrial/Office Park	4.8	0.1%							0.30	109,380
	General Commercial - Multi-Family Medium Density	5.1	0.1%	12.0	-	20.0	122	1.1%	237		
	General Commercial - Multi-Family High Density (7)	7.3	0.2%	20.0	-	30.0	221	1.9%	429		
	General Commercial - Parks (8)	3.3	0.1%								
	Subtotal General Commercial (Parcel 85A)	47.1	1.3%				343	3.0%	665		622,000
SP-RC	Regional Commercial (Parcel 61)										
	Regional Commercial - Regional Commercial	32.0	0.9%							0.28	253,245
	Regional Commercial - General Commercial	3.6	0.1%							0.25	55,115
	Regional Commercial - Industrial/Office Park	19.4	0.6%							0.30	216,014
	Regional Commercial - Multi-Family Low Density	25.0	0.7%	7.0	-	12.0	198	1.7%	384		
	Regional Commercial - Multi-Family Medium Density	9.9	0.3%	12.0	-	20.0	198	1.7%	384		
	Regional Commercial - Multi-Family High Density (7)	7.5	0.2%	20.0	-	30.0	156	1.4%	303		
	Regional Commercial - Parks (8)	5.6	0.2%								
	Subtotal Regional Commercial (Parcel 61)	103.0	2.9%				552	4.8%	1,071		524,374
	Subtotal Commercial/Office	308.7	8.6%				1,176	10.3%	2,280		2,788,844
SP-P	Parks - Community Park West	48.1	1.4%								
SP-P	Parks - Community Park West (Non-Quimby)	2.8	0.1%								
SP-P	Parks - Community Park East	26.2	0.7%								
SP-P	Parks - Neighborhood	49.1	1.4%								
SP-P	Parks - Local	5.2	0.1%								
SP-P	Parks - Private Recreational (Russell Ranch, Non-Quimby)	6.9	0.2%								
	Subtotal Parks (9)	138.3	3.9%								
SP-PQP	High School (HS)	55.4	1.6%								
SP-PQP	Middle School (MS)	22.2	0.6%								
SP-PQP	Elementary School (ES)	51.5	1.5%								
SP-PQP	Utilities (U)	8.3	0.2%								
	Subtotal Schools and Utilities	137.4	3.9%								
SP-OS1	Preserve Open Space (Measure W)	251.7	7.2%								
SP-OS2	Passive Open Space (Measure W)	817.3	23.3%								
SP-OS2 (OTHER)	Passive Open Space (OTHER) (10)	45.5	1.3%								
	Subtotal Open Space	1114.5	31.8%								
	Major Circulation	182.1	5.2%								
Folsom Plan Area Specific Plan Totals (Developable Acreage) (11)		3,509.8	100%				11,461	100%	27,510		2,788,844

- Target dwelling unit allocation is a planning estimate; Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the range and total unit count does not exceed the Plan Area maximum of 11,461 dwelling units. (Total allocation includes 35 dwelling units in SF that are not allocated to any specific parcels.)
- Floor Area Ratio (FAR) is the ratio of building area to parcel area. "Potential Building Area" listed above is for estimation purposes only. The target FAR may be higher or lower for each land use as long as the Plan Area maximum of 2,788,844 GSF is not exceeded (maximum FAR is 0.50 per FMC) (May increase by 463,914 GSF if the Regional Commercial [Parcel 61] and the General Commercial [Parcels 77, 78 & 85A] SP-MLD and SP-MMD residential allocations are not developed.) (Total allocation excludes 4,702 GSF that is not allocated to any specific parcels.)
- Project population is a planning estimate; total population may be higher or lower depending on the actual buildout of the Plan Area. Except as otherwise noted, SP-SF and SP-SFHD are calculated at 2.92 pp/du and SP-MLD, SP-MMD and SP-MHD are calculated at 1.94 pp/du.
- For population, school and parkland dedication requirements, 114 SP-MLD dwelling units are calculated as single family dwelling units. (Parcel 270A)
- For population, school and parkland dedication requirements, the SP-SFHD Active Adult population per dwelling unit are calculated at 2.0 persons. (Parcels 167, 170, 171A & 172A)
- For planning purposes, the Mixed-Use (SP-MU) land use designation is split 60% residential and 40% commercial area.
- No fewer than 377 SP-MHD residential dwelling units constructed on a minimum of 14.8 acres shall be provided in the Regional Commercial (Parcel 61) and/or the General Commercial (Parcels 77, 78, and 85A) land use parcels.
- No fewer than 3.6 acres of park land (or the payment of in-lieu fees) shall be provided for the Regional Commercial (Parcel 61) and the General Commercial (Parcels 77, 78 & 85A) land use parcels if the MLD and MMC residential allocations are not developed.
- Does not include the park allocations for the Regional Commercial (Parcel 61) and the General Commercial (Parcels 77, 78 & 85A) land use parcels.
- Non-Measure W open space for landscape and slope lots. (Parcels 90E, 90G, and portions of 270A, 270B and 270C.)
- Excludes 35.2 acres proposed Highway 50 ROW, 19.2 acres White Rock Road ROW and 10.0 acres RW / RW-BB areas in Scott Road/SPTC ROW.
- Land Use acreages in this table exclude major roadways which are shown as a separate calculation and may not precisely match Table 4.3 and the approved Minor Administration Modifications (MAMs)

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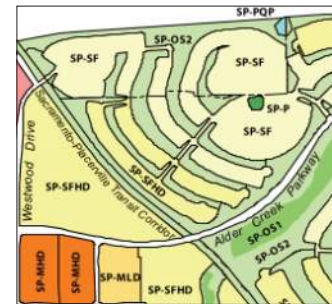
4.5.1 RESIDENTIAL LAND USES

The FPASP identifies five residential land use designations to accommodate a variety of housing types. In addition, residential uses are permitted in the non-residential Mixed-Use (SP-MU) designation. Each residential designation establishes a minimum and maximum density, expressed as the number of dwelling units per gross acre.

Residential densities are calculated as the number of dwelling units allowed per gross acre. Gross acreage is defined as a parcel of land in its entirety and includes area for internal and fronting streets, landscape corridors, infrastructure, and topography. Thus, if a 100-acre parcel is designated as SP-SF (1 to 4 units per gross acre density), a maximum of 400 dwelling units are allowed, regardless of the internal circulation system, infrastructure, or neighborhood amenities. Each residential and mixed-use parcel (refer to Figure 4.5 – Plan Area Parcels) is assigned a number of units based on a mid-range target density (refer to Table 4.3 – Parcel Summary); however, transfer of units between residential parcels is allowed as long as the maximum density of a parcel is not exceeded. Refer to Section 13.3 – Administrative Procedures for a detailed explanation of transfer of residential units.

Single Family (SP-SF)

The Single Family (SP-SF) residential land use designation is intended to create neighborhoods composed of individually owned, single family detached homes that will be creatively sited due to topography and other natural features. Most of the SP-SF designated parcels in the Plan Area are adjacent to open space areas and, therefore, act as a transition from undeveloped areas to residential development. The SP-SF designation permits single family dwellings. Additionally, second dwelling units, that may provide opportunities for affordable housing units, are allowed in the SP-SF land use designation.



Single Family (SP-SF)

Additional neighborhood and community serving amenities are also allowed in single family designated areas including parks, libraries, schools, community clubhouses, and emergency services facilities. Such facilities and amenities should be sited and designed as community focal points, be centrally located, and easily accessible.

The SP-SF density range is from 1 to 4 dwelling units per gross acre and approximately 423.9-acres of the Plan Area is devoted to SP-SF land use with a target unit count of 1,540 (refer to Table 4.2 – Land Use Summary). The SP-SF land use designation is consistent with the Single Family Residential General Plan land use designation (refer to Table 4.1 – Land Use Consistency). Refer to Table A.1 for a complete list of permitted and non-permitted uses. Development standards are described in Table A.2.

Single Family High Density (SP-SFHD)

Consistent with SACOG “Smart Growth” principles and FPASP planning principles, the Single Family High Density (SP-SFHD) residential land use designation is included in the Plan Area to promote compact development, housing diversity and transportation options. SP-SFHD neighborhoods are typically located on level terrain and feature an interconnected system of “grid-like” streets that further enhance walking and cycling opportunities and potentially reduce vehicle miles traveled (VMT). In some instances, SP-SFHD neighborhoods act as a residential density transition between conventional single family neighborhoods and higher density multi-family neighborhoods. The SP-SFHD designation provides for a greater variety of single family residential units, allowing for both attached and detached housing options. Permitted residential uses within the SP-SFHD



Single Family High Density (SP-SFHD)

designation include, but are not limited to, single family dwellings, and two family dwellings. Additionally, second dwelling units, that may contribute to additional affordable housing opportunities, are allowed in the SP-SFHD land use designation.

Specific Plan Single Family High Density residential neighborhoods will look and feel like traditional neighborhoods and will help to expand home-ownership opportunities by allowing for single family and two family dwellings on smaller lots. SP-SFHD neighborhoods will provide additional housing choices for first-time home buyers, young families, and empty-nesters.

Neighborhood and community serving amenities are also permitted in SP-SFHD neighborhoods including parks, libraries, schools, community clubhouses, and emergency services facilities. Such facilities and amenities should be sited and designed as community focal points, be centrally located, and easily accessible.

The SP-SFHD density range is from 4 to 7 dwelling units per gross acre and approximately 848.7-acres of the Plan Area are devoted to SP-SFHD land use with a target dwelling unit count of 4,440 (refer to *Table 4.2 – Land Use Summary*). Included in the SP-SFHD land use is 158.2-acres of active adult land use with a target dwelling unit count of 755 (*Parcels 167, 170, 171A & 172A*) (refer to *Table 4.2 – Land Use Summary*)³. The SP-SFHD land use designation is consistent with the Single Family High Density Residential General Plan land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Table A.1* for a complete list of permitted and non-permitted uses. Development standards are described in *Table A.3*.

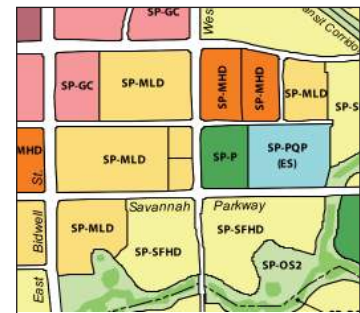
Multi-Family Low Density (SP-MLD)

The Multi-Family Low Density (SP-MLD) residential land use designation is intended to promote a variety of housing types that will result in diverse residential neighborhoods. SP-MLD neighborhoods are located within walking distance of commercial areas, the town center, the neighborhood center and public transportation routes in order to create pedestrian friendly neighborhoods that reduce the need to drive. Residential uses allowed in the SP-MLD land use designation include, but are not limited to, single family dwellings (small lot detached, zero-lot-line and patio homes), two family dwellings and multi-family dwellings. The Specific Plan Multi-Family Low Density land use designation is one of the most flexible residential land use designations in the Plan Area. SP-MLD land use allows a wide variety of residential options, and sets the stage for the creation of vibrant neighborhoods with an eclectic mix of housing styles and prices. The diverse housing types allowed in SP-MLD neighborhoods will enhance home ownership opportunities and rental housing choices.

Community and neighborhood features, such as parks, schools, and public safety facilities may be located within SP-MLD designated areas. Such facilities and amenities should be sited and designed as community focal points, and should complement the shape, location and topography of the site.

The SP-MLD density range is from 7 to 12 dwelling units per gross acre and approximately 269.7-acres of the Plan Area are devoted to SP-MLD land use (includes 3.0-acres MLD for Police/Fire Stations) with a target dwelling unit count of 2,326 (refer to *Table 4.2 – Land Use Summary*). Included in the SP-MLD land use is 19.8 acres of Active Adult land use with a target dwelling unit count of 164 du (*Parcels 171B and 172B*). Additionally, FPASP Policy 4.6A allows, but does not require, up to 25.0-acres and 198 dwelling units of SP-MLD development for the SP-RC site (*Parcel 61*) and certain SP-GC sites (*Parcels 77, 78 & 85A*) located at the intersection of Alder Creek Parkway and East Bidwell Street.

The SP-MLD land use designation is consistent with the Multi-Family Low Density Residential General Plan land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Table A.1* for a complete list of permitted and non-permitted uses. Development standards are described in *Table A.4*.



Multi-Family Low Density (SP-MLD)

³ Population per dwelling unit for the Active Adult SF and SFHD is calculated at 2.0.

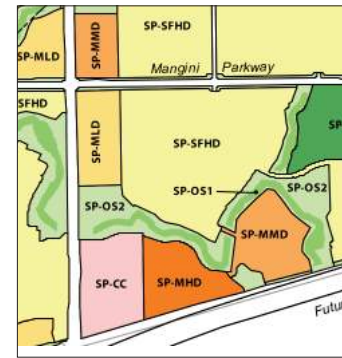
Multi-Family Medium Density (SP-MMD)

The Multi-Family Medium Density Residential (SP-MMD) land use designation allows for medium density multiple family dwellings that embody the FPASP planning principles of compact growth and transportation options by their close proximity to community commercial centers, public transportation corridors, schools, parks and open space. The SP-MMD designation provides maximum residential flexibility by allowing a wide variety of multi-family dwellings including, but not limited to, townhomes, apartments and condominiums. The variety of housing options within this designation provide diversified rental and for-sale housing opportunities for all income groups in neighborhoods that are pedestrian and transit friendly.

The Specific Plan Multi-Family Medium Density designation also permits uses such as parks, schools, and assisted living facilities. Such amenities should be sited and designed integral parts of the community fabric, and should complement the topography of the site as well as the adjacent residential areas.

The SP-MMD density range is 12 to 20 units per gross acre and approximately 33.0-acres of the Plan Area is devoted to SP-MMD land use with a target dwelling unit count of 600 (refer to *Table 4.2 – Land Use Summary*). Additionally, FPASP Policy 4.6A allows, but does not require, 15.0-acres and 320 dwelling units of SP-MMD development for the SP-RC site (*Parcel 61*) and certain SP-GC sites (*Parcel 77, 78 & 85A*) located at the intersection of Alder Creek Parkway and East Bidwell Street.

The SP-MMD land use designation is consistent with the Multi-Family Medium Density Residential General Plan land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Table A.1* for a complete list of permitted and non-permitted uses. Development standards are described in *Table A.5*.



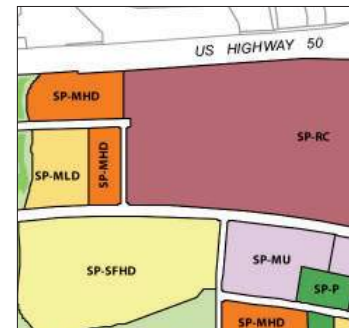
Multi-Family Medium Density (SP-MMD)

Multi-Family High Density (SP-MHD)

The Multi-Family High Density (SP-MHD) residential land use designation is the highest density residential land use in the Plan Area. The SP-MHD parcels are located adjacent to transit corridors, community commercial shopping, and the town center to facilitate access to public transportation and add vitality to the town center by increasing the resident population. Allowed housing types include, but are not limited to, apartments, condominiums, and townhomes. Additional uses permitted within this designation include parks, schools, and assisted living facilities. If developed, these additional uses should be sited and designed as integral neighborhood components and complement surrounding uses.

The SP-MHD density range is 20 to 30 units per gross acre and approximately 53.5-acres of the Plan Area are devoted to SP-MHD land use with a target dwelling unit count of 1,379 (refer to *Table 4.2 – Land Use Summary*). Additionally, FPASP Policy 4.6A requires a minimum of 14.8-acres and 377 dwelling units of SP-MHD housing for the SP-RC site (*Parcel 61*) and certain SP-GC sites (*Parcels 77, 78 & 85A*) located at the intersection of Alder Creek Parkway and East Bidwell Street.

According to state housing law, all SP-MHD designated parcels are “deemed appropriate to accommodate housing for lower income households”. The SP-MHD land use designation is consistent with the Multi-Family High Density Residential General Plan land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Table A.1* for a complete list of permitted and non-permitted uses. Development standards are described in *Table A.6*.



Multi-Family High Density (SP-MHD)

4.5.2 NON-RESIDENTIAL LAND USES

Consistent with Planning Principle 3, the FPASP provides a mix of residential, commercial, and public/quasi-public land uses. The FPASP establishes eight non-residential land uses, five of which are employment generating including industrial/office park, community commercial, general commercial, regional commercial and mixed-use. The remaining three non-residential land uses include public/quasi-public, parks, and open space. The employment generating land uses are expected to generate upwards of 7,833 new jobs once build-out of the Plan Area is complete. The expected new jobs in the Plan Area equates to a ratio of .7 jobs to one housing unit. The five employment generating land uses comprise approximately 7% of the total FPASP site area and may create up to 2.8 million square feet of building area at Plan Area completion⁴.

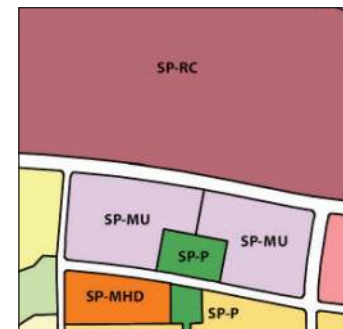
The following descriptions include a summary of each non-residential land use. A complete list of permitted uses and development standards for each non-residential land use designation is included in *Tables A.7 and A.13*.

Mixed-Use (SP-MU)

The Specific Plan Mixed-Use (SP-MU) land use designation is based on the following working definition:

“A mixed-use development is a real estate project with planned integration of some combination of retail, office, residential, hotel, recreation or other functions. It is pedestrian-oriented and contains elements of a live-work-play environment. It maximizes space usage, has amenities and architectural expression and tends to mitigate traffic and sprawl.”

The FPASP incorporates that definition for its mixed-use designation and requires that all mixed-use parcels be located within walking distance of public transportation routes and/or the town center or the neighborhood center. The mixed-use designation allows visitor serving uses, retail and office commercial uses, public and quasi/public uses, and residential uses including live/work studios. The intent of this land use is to encourage innovative design solutions that respond to fluctuating market conditions and evolving neighborhood demographics. The mixed use designation encompasses the FPASP planning principles of compact growth, housing choices, mixed land uses and transportation choices.



Mixed Use (SP-MU)

The mixed-use town center, located immediately south of the regional commercial center, is further defined by the addition of the Town Center District (TCD) overlay combining district designation. The town center is one of the main focal points of the community and is envisioned as a lively vibrant mixed-use core featuring residences, live/work studios, retail shops, restaurants, bars, coffee houses, an urban park and a municipal services center. Refer to *Section 6 – Town Center* for a thorough discussion of the mixed-use town center and to *Section 4.5.3* for a more detailed explanation of overlay combining districts.

A mixed-use neighborhood center is located at the intersection of Mangini Parkway and Savannah Parkway. The mixed-use neighborhood center is envisioned as a neighborhood serving node of activity that provides retail services and neighborhood identity and is easily reached by foot from surrounding residential uses.

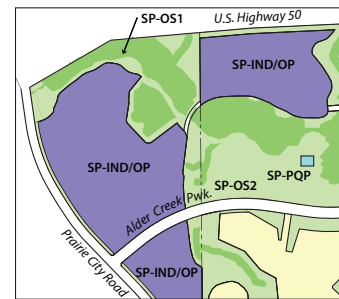
⁴ This figure may increase by 463,914 SF if the SP-MLD and SP-MMD dwelling unit allocations for the SP-RC site (Parcel 61) and certain SP-GC sites (Parcels 77, 78 & 85A) are not constructed (refer to Table 4.2 – Land Use Summary).

Mixed use development may be contained on one parcel or a number of parcels depending on the uses. The uses may be housed in one or more buildings that mix uses vertically (for example, one use above another use) or in multiple buildings where each use is housed in an individual building (for example, one building for retail, one building for residential). Vertical mixed use buildings are encouraged in the town center and the mixed-use neighborhood center.

The mixed-use designation allows multiple family dwellings including townhouses, condominiums, apartments, and live work studios. Approximately 26.5-acres of the Plan Area are dedicated to mixed-use with a target residential dwelling unit count of 281 and an allocation of approximately 100,000 square feet of commercial building area. The SP-MU land use designation is consistent with the Mixed-Use General Plan land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Table A.7* for a complete list of permitted and non-permitted uses. Development standards are described in *Section A.8*.

Industrial / Office Park (SP-IND/OP)

The Specific Plan Industrial / Office Park (SP-IND/OP) land use designation is intended to provide areas for businesses, financial and professional services; limited retail uses; research and development; light industrial and public uses. This land use designation is provided to attract new businesses and jobs to the city in order to improve the Plan Area jobs/housing balance. Site development within the SP-IND/OP land use designation is intended to be low density, well designed and sited to be compatible with the existing natural features of the Plan Area such as Alder Creek, oak woodlands, and hillsides. The FPASP provides approximately 78.7 acres of this land use category and potentially one million square feet of building area. Additionally, the FPASP allocates 24.2-acres and approximately 325,394 square feet of industrial/office park building area to the SP-RC site (*Parcel 61*) and certain SP-GC sites (*Parcels 77, 78 & 85A*) located at the intersection of Alder Creek Parkway and East Bidwell Street.

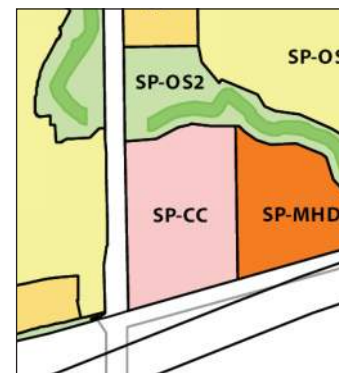


**Industrial/Office Park
(SP-IND/OP)**

Permitted uses include, but are not limited to financial and insurance offices, laboratories, research and development facilities, medical and dental offices, printing and publishing shops, wholesale and distribution centers and restaurants. The SP-IND/OP land use designation is consistent with the Industrial/Office Park General Plan land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Table A.7* for a complete list of permitted and non-permitted uses. Development standards are described in *Table A.9*.

Community Commercial (SP-CC)

The Community Commercial (SP-CC) land use designation provides community-based convenience oriented retail and service uses intended to serve residential neighborhoods within the Plan Area. SP-CC parcels average 5 to 10-acres in size and are located in close proximity to residential neighborhoods. The FPASP land use plan provides 24.5-acres and an allocation of approximately 235,224 SF of potential building area for the community commercial parcels strategically located throughout the Plan Area, within walking distance of residential neighborhoods and accessible by public transit. Potential uses in this designation include: grocery stores, retail shops, restaurants, banks, offices, and other similar types of uses supporting the daily needs of nearby residents. The SP-CC land use designation is consistent with the Community Commercial General Plan land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Table A.7* for a complete list of permitted and non-permitted uses. Development standards are described in *Table A.10*.



**Community Commercial
(SP-CC)**

General Commercial (SP-GC)

The Specific Plan General Commercial (SP-GC) land use designation provides for a wide range of highway oriented retail, office, manufacturing, lodging and service uses on sites ranging in size from 10 to 50-acres. Typically, general commercial parcels accommodate power centers, outlet stores, lifestyle centers and free standing specialty stores or offices. Three of the SP-GC parcels are located adjacent to Highway 50 and East Bidwell Street and a fourth site is located adjacent to Highway 50 and Empire Ranch Road. Office use is permitted and encouraged in the general commercial land use designation. The combined area of the four SP-GC parcels is 76.3-acres.

Office and multi-family residential uses are permitted and encouraged for three of the General Commercial sites (*Parcels 77, 78 & 85A*) located at the intersection of East Bidwell Street and Alder Creek Parkway. For planning purposes, the three SP-GC parcels previously described are allocated:

- 39.5-acres of Regional Commercial use (61% of total SP-GC area);
- 4.8-acres of General Commercial use (7% of total SP-GC area);
- 4.8-acres of Industrial/Office Park use (7% of total SP-GC area);
- 0.0-acres of Multi-Family Low Density use (0% of total SP-GC area);
- 5.1-acres of Multi-Family Medium Density use (8% of total SP-GC area);
- 7.3-acres of Multi-Family High Density use (11% of total SP-GC area) and;
- 3.3-acres of Urban Parks (5% of total SP-GC area).

(Refer to Table 4.2 – Land Use Summary)

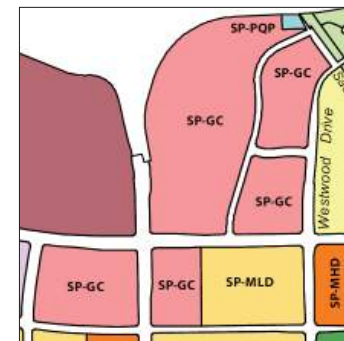
There is no requirement to build the SP-MLD and SP-MMD allocated dwelling units; however, 221 Multi-Family High Density residential dwelling units, located on 7.3 acres, must be provided in the aforementioned three SP-GC parcels. As described in *Section 13.3 – Administrative Procedures*, the requirement to provide the SP-MHD units may be transferred from the SP-GC parcels to the SP-RC parcel. In the event the SP-MLD and SP-MMD dwelling units are not developed, the maximum building area of the three SP-GC parcels may increase by approximately 59,149 SF and the urban park allocation may decrease to 2.1-acre minimum.

The SP-GC land use designation is consistent with the General Commercial General Plan and use designation (refer to *Table 4.1– Land Use Consistency*). Refer to *Table A.7* for a complete list of permitted and no-permitted uses. Development standards are described in *Table A.11*.

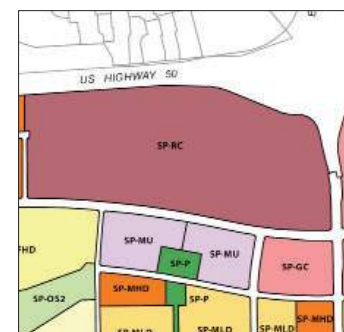
Regional Commercial (SP-RC)

The Regional Commercial (SP-RC) land use designation provides for highway oriented, large-scale regional retail uses; entertainment uses; business, financial and personal services uses; and lodging and public uses constructed either as a traditional enclosed mall or as an open-air lifestyle type center. The SP-RC site consists of 103.0-acres of relatively flat land (*Parcel 61*) adjacent to Highway 50, Alder Creek Parkway and East Bidwell Street, with convenient regional access provided by the existing East Bidwell Street interchange, the proposed Oak Avenue interchange and the Rowberry Road over-crossing of Highway 50.

The primary trade area for regional commercial centers is usually five to twenty-five miles and the building area typically averages approximately 1.2



**General Commercial
(SP-GC)**



**Regional Commercial
(SP-RC)**

to 1.5 million square feet. The regional commercial center is accessible by auto from Highway 50 and Alder Creek Parkway, the main east/west Plan Area arterial street. The site is also accessible by local and future regional public transportation that will be provided in the Alder Creek Parkway transit corridor.

The regional center will be visually and physically connected to the high density residential areas located directly west of the center. A smooth and complementary architectural transition, with strong pedestrian connections, between the two uses will be featured. The regional commercial center will also have dynamic visual and pedestrian friendly connections to the town center and residential neighborhoods located directly adjacent to the regional commercial center on the south side of Alder Creek Parkway.

The SP-RC land use designation allows for, but does limit, the following uses: anchor and in-line retail, theaters and performing and other entertainment uses, arts facilities, offices, restaurants, lofts and other multi-family residential uses and public uses. Notwithstanding any provision to the contrary, no residential use shall be permitted in any SP-RC land use other than the SP-RC site (*Parcel 61*) located at the intersection of Alder Creek Parkway and East Bidwell Street.

Entertainment uses are encouraged for the regional commercial center to provide a greater concentration of high intensity, vibrant uses to activate the streetscape and provide a sense of excitement. Preferred entertainment uses include:

- Specialty lifestyle retailers specializing in a particular type of consumer rather than a particular type of product.
- Entertainment destinations or retailers specializing in entertaining and educating consumers.
- Entertainment restaurants offering a combination of entertainment and dining.
- Traditional entertainment destinations such as cinemas, live performances theatres, dinner theatres and music venues.
- Indoor entertainment destinations, such as arcades, or virtual reality amusement parks.
- Traditional family-style and white-tablecloth fine dining restaurants.
- Nightlife destinations such as night clubs, comedy clubs, or concert venues.

The FPASP provides 103.0-acres of SP-RC land use in the Plan Area. For development planning purposes, the SP-RC parcel is allocated:

- 32.0-acres of Regional Commercial land use (31% of total SP-RC area);
- 3.6-acres of General Commercial land use (3% of total SP-RC area);
- 19.4-acres of Industrial/Office Park land use (19% of total SP-RC area);
- 25.0-acres of Multi-Family Low Density land use (24% of total SP-RC area);
- 9.9-acres of Multi-Family Medium Density land use (10% of total SP-RC area);
- 7.5-acres of Multi-Family High Density land use (7% of total SP-RC area) and;
- 5.6-acres of Urban Parks (6% of total SP-RC area).

(Refer to *Table 4.2 – Land Use Summary*)

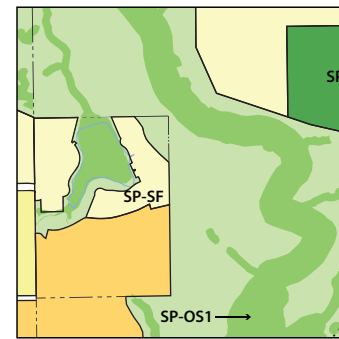
There is no requirement to build the Low and Medium Density Multi-Family Residential; however, 156 Multi-Family High Density Residential dwelling units located on 7.5-acres must be provided in the SP-RC parcel. As described in *Section 13.3 – Administrative Procedures*, the requirement to provide the SP-MHD units may be transferred to the three SP-GC parcels previously described. In the event the SP-MLD and SP-MMD dwelling units are not developed, the maximum building area of the SP-RC parcel may increase by approximately 404,765 SF and the park allocation may decrease to 1.5-acre minimum.

The SP-RC land use designation is consistent with the Regional Commercial General Plan land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Table A.7* and *Section 6 – Town Center* for a complete list of permitted and non-permitted uses. Development standards are described in *Section 6 – Town Center* and *Table A.12*.

Preserve Open Space (SP-OS1)

The Preserve Open Space (SP-OS1) land use designation is the more restrictive of the two open space designations and its 251.7-acres of Measure W qualifying open space is intended to preserve and protect Alder Creek and its intermittent tributaries, wetlands, vernal pools, and ponds under the jurisdiction of the U.S. Army Corp of Engineers.

The SP-OS1 land use designation is consistent with the General Plan Open Space designation (refer to *Table 4.1 – Land Use Consistency*). Refer also to *Section 8 – Open Space*, *Section 10.2.1 – Wetlands*, and *Section 10.2.6 – Alder Creek and Floodplain Protection*. A complete list of permitted uses and development standards is contained in *Section A.2.2* and *Table A.13*.

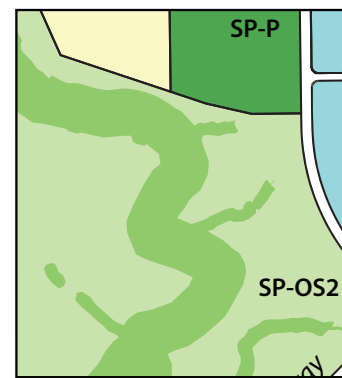


Preserve Open Space (SP-OS1)

Passive Open Space (SP-OS2)

The Passive Open Space (SP-OS2) land use designation encompasses the natural open space and certain hillside slope areas of the Plan Area. SP-OS2 features include oak woodlands, natural parkways 30-feet in width or greater, undisturbed hillsides and preserved cultural features. The SP-OS2 land use designation has fewer use restrictions than SP-OS1 and allows, in addition to preservation of natural features, passive recreation uses including, but not limited to, walking, hiking and cycling on bike paths, and paved and unpaved trails. SP-OS2 includes approximately 817.2-acres of Measure W qualifying open space and 45.5-acres of Non-Measure W open space. The exterior boundary of SP-OS2 will be finalized at the tentative map stage.

The SP-OS2 land use designation is consistent with the General Plan Open Space designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Section 8 – Open Space* for a complete description of open space and *Section A.2.2* and *Table A.13* for a complete list of permitted uses and development standards.

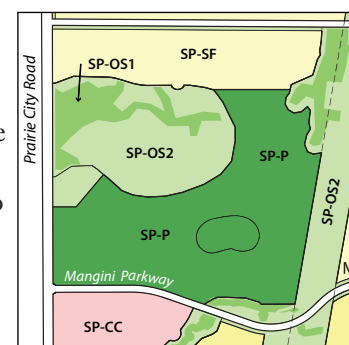


Passive Open Space (SP-OS2)

Parks (SP-P)

The Parks (SP-P) land use designation provides for active and passive recreational opportunities in the Plan Area. Approximately 140.3-acres of community, neighborhood, and local public parks are located throughout the Plan Area⁵. Of this total, 8.9-acres of park land is allocated to the SP-RC site (*Parcel 61*) and the three SP-GC sites (*Parcels 77, 78 & 85A*) located at the intersection of Alder Creek Parkway and East Bidwell Street⁶. In addition to the 140.3-acres of public parks, approximately 6.9-acres of private parks are provided in the Russell Ranch project.

Consistent with park land use **Policy 4.17**, park sites may be relocated from the locations shown on *Figures 4.3 – Specific Plan Land Use Designations* and *9.1 – Parks* as a minor administrative modification of the FPASP. The land use of the vacated site or sites will revert to the lowest adjacent residential land use designation (refer to *Section 13.3 – Administrative Procedures*). In the event the SP-MLD and SP-MMD allocated residential dwelling units are not constructed in the SP-RC and SP-GC parcels, the park allocation may decrease by 5.3-acres, reducing the total Plan Area park area to 135.0-acres.



Parks (SP-P)

⁵ 137.5-acres of this total qualifies for Quimby parkland dedication credit (excludes 2.8 ac. in Community Park West).

⁶ Varies from a maximum of 8.9-acres to a minimum of 3.6-acres depending on the number of dwelling units constructed.

The Specific Plan Park land use designation is consistent with the General Plan Parks land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Section 9 – Parks* for descriptions of community, neighborhood, local, and private parks and to *Table A.13* for a complete list of permitted and non-permitted uses.

Public/Quasi-Public (SP-PQP)

The Public/Quasi-Public (SP-PQP) land use designation encompasses a variety of uses that are both desired and required within a comprehensive community setting. SP-PQP uses include schools, government offices, fire and police substations, public utilities, and cultural, recreational and religious facilities.

Consistent with FPASP *Policy 4.24*, all public/quasi-public sites shown on *Figures 4.3 – Specific Plan Land Use Designations* and *11.1 – Public Services & Facilities* may be relocated or abandoned as a minor administrative modifications of the FPASP. The land use of the vacated site or sites will revert to the lowest adjacent residential land use (refer to *Section 13.3 – Administrative Procedures*).



Public/Quasi-Public (SP-PQP)

The SP-PQP land use designation is consistent with the General Plan Public/Quasi Public land use designation (refer to *Table 4.1 – Land Use Consistency*). Refer to *Table A.13* for complete list of permitted and non-permitted uses.

4.5.3 OVERLAY COMBINING DISTRICTS

Overlay combining districts encourage specific types of development and include development standards that are intended to provide an additional level of detail, which may be more or less restrictive than the underlying land use development standards. Parcels located in an overlay combining district are subject to the requirements of both the primary land use standards as well as the overlay district development standards.

Planned District (PD)

As provided in *FMC Chapter 17.38*, a Planned District (PD) is established over certain SP-SF, SP-SFHD, SP-MLD, SP-MMD, SP-MHD, SP-MU, SP-IND/OP, SP-GC, and SP-RC parcels to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of the FPASP land use regulations. Refer to *Figure 4.4 – Overlay Combining Districts* for the location of Planned Districts.

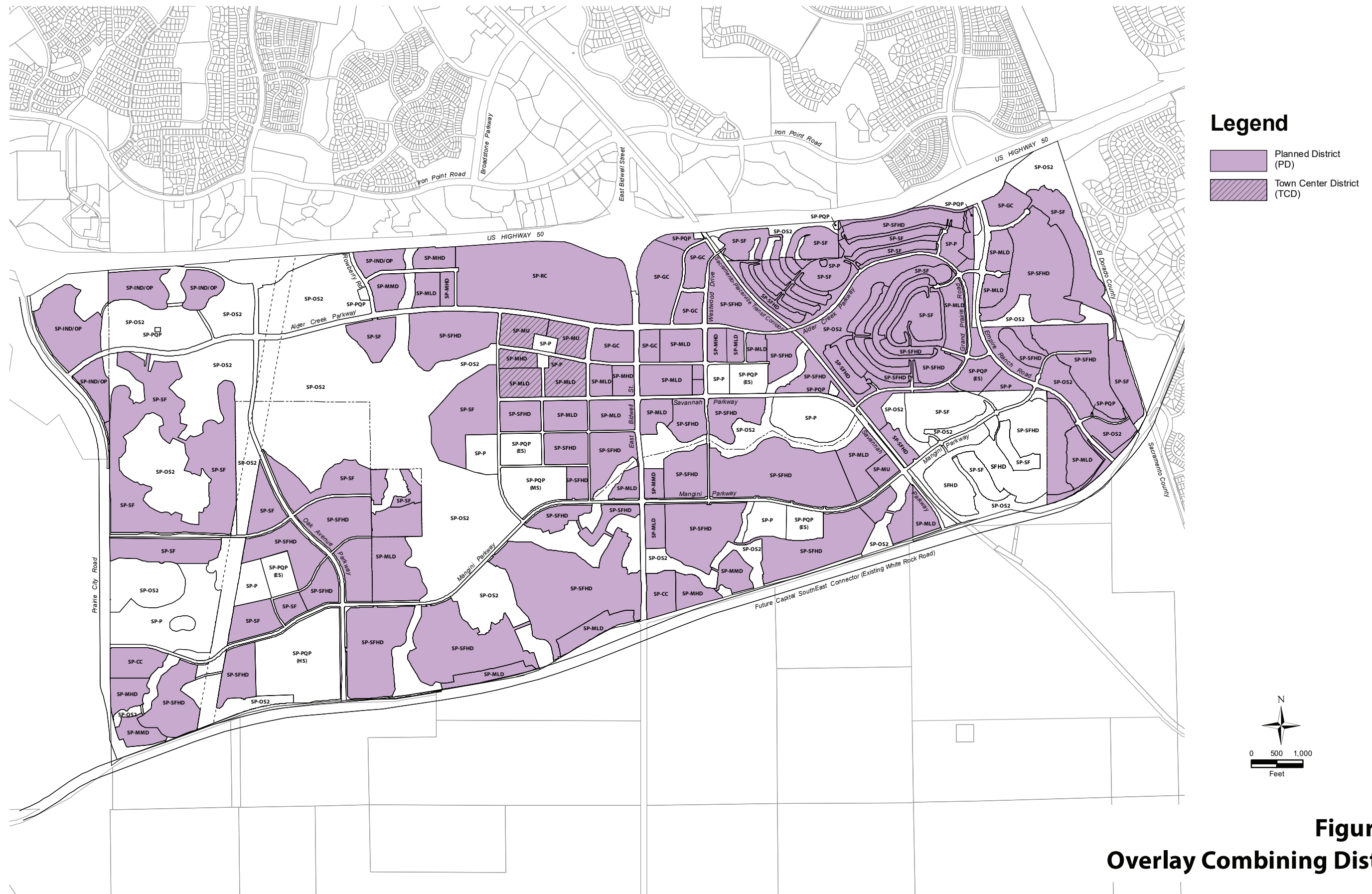
Town Center District (TCD)

The Town Center District (TCD) is located south of Alder Creek Parkway, west of East Bidwell Street, directly across from the regional commercial center. The intent of the Town Center District is to create a vibrant mix of public, commercial and residential uses that inspire innovative and creative site and architectural design. The town center is envisioned as a mix of municipal, recreation, dining, retail, and residential components that will become the city focal point of the Plan Area. Refer to *Figure 4.4 – Overlay Combining Districts* for the town center location and to *Section 6 – Town Center* for a detailed description of the town center including permitted and non-permitted uses and development standards.

4.6 PLAN AREA PARCELS

For planning purposes, the Plan Area consists of a substantial number of development parcels (refer to *Figure 4.5 – Plan Area Parcels*). Each parcel is identified by a number, land use and area in acres. Additionally, allocated dwelling units and allocated building area are shown for residential and commercial designated parcels (refer to *Table 4.3 – Parcel Summary*).

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Table 4.3
Parcel Summary

Parcel ID	Specific Plan Land Use	Acreage	Allocated Res. DU	Projected Population	Allocated Building Area GSF				
					IND/OP	CC	GC	MU	RC
1	SP-IND/OP	31.37	0		410,335				
2	SP-IND/OP	10.52	0		137,214				
3	SP-SF	0.50	1	3					
4	SP-OS2 (LC)	1.23	0						
5	SP-OS2 (LC)	0.97	0						
6	SP-OS2	16.81	0						
7	SP-OS2	2.68	0						
8	SP-OS2	1.02	0						
9	SP-SF	21.74	79	231					
10	SP-P (CP)	48.05	0						
11	SP-MMD	8.56	155	301					
12	SP-SFHD	24.61	141	412					
13	SP-OS2	5.41	0						
14	SP-OS2	2.27	0						
15	SP-CC	13.12	0			142,659			
16	SP-MHD	9.80	246	477					
17A	SP-PQP (High School)	55.40	0						
17B		15.68	90	262					
19A	SP-SFHD	10.28	59	172					
19B	SP-SF	5.82	23	67					
20A	SP-SF	13.62	54	158					
20B	SP-P (NP)	8.00	0						
21	SP-P (NP)	2.30	0						
22	SP-PQP (Elem. School)	10.03	0						
23	SP-SFHD	21.40	123	359					
24	SP-MLD	16.25	153	297					
25	SP-SFHD	24.46	141	412					
26	SP-SF	23.10	90	263					
27	SP-SF	12.71	50	146					
29	SP-OS2	67.26	0						
30	SP-OS2	19.63	0						
31	SP-OS2 (LC)	0.86	0						
32	SP-OS2 (LC)	0.96	0						
33	SP-OS2 (LC)	0.69	0						
34	SP-OS2 (LC)	1.35	0						
35	SP-OS2	22.70	0						
36A	SP-OS2	26.57	0						
36B	SP-OS2	2.22	0						
37	SP-OS2 (LC)	1.50	0						
38	SP-P (CP) (Non-Quimby)	2.83	0						
40	SP-OS2 (LC)	0.80	0						
41	SP-OS2 (LC)	1.46	0						
43	SP-OS2 (LC)	1.06	0						
44	SP-OS2 (LC)	2.80	0						
46	SP-OS2 (LC)	0.40	0						
48	SP-ROW	5.40	0						
51A	SP-OS2	14.70	0						
51B	SP-OS2	2.15	0						
51C	SP-OS2	1.01	0						
52	SP-OS2 (LC)	2.95	0						
53	SP-OS2	4.27	0						
55	SP-IND/OP	16.58	0		216,928				
56	SP-IND/OP	11.02	0		143,748				
57	SP-PQP	0.24	0						
58	SP-SF	106.96	416	1215					
59	SP-IND/OP	9.23	0		120,226				
60	SP-MHD	7.70	192	372					
61	SP-RC	102.96	552	1071	216,014		55,115		253,245
63	SP-MLD	7.84	70	136					
64	SP-MHD	4.31	108	209					
66	SP-P (LP)	3.13	0						

Table 4.3 Parcel Summary									
Parcel ID	Specific Plan Land Use	Acreage	Allocated Res. DU	Projected Population	Allocated Building Area GSF				
					IND/OP	CC	GC	MU	RC
68	SP-MMD	9.72	176	342					
69	SP-PQP	1.01	0						
70	SP-SF	12.79	44	128					
71	SP-SFHD	35.41	194	567					
73	SP-MLD	11.77	111	215					
74	SP-MU	10.00	57	110				38,333	
75	SP-P (LP)	2.10	0						
76	SP-MLD	13.22	119	230					
77	SP-GC	11.82	0						130,000
78	SP-GC	5.90	0						27,900
79A	SP-MLD	12.33	111	215					
79-B1	SP-MLD	14.18	118	229					
79-B2	SP-MLD (Police / Fire)	1.50							
79-B3	SP-MLD (Police / Fire)	1.50							
80	SP-P (NP)	5.64	0						
81	SP-PQP (Elem. School)	10.04	0						
82A	SP-SFHD	11.38	73	213					
82-B1	SP-MHD	4.96	120	233					
82-B2	SP-MLD	5.11	36	70					
83	SP-SFHD	11.44	53	155					
84	SP-SFHD	25.60	153	447					
85A-1	SP-GC	27.43	0	0	109,380		314,620		106,000
85A-2, -3 & -4	SP-GC	19.68	343	665			92,000		
85B	SP-PQP	0.46	0						
89A	SP-SF	11.90	41	120					
89B	SP-SF	12.04	40	117					
90A	SP-OS2	7.70	0						
90B	SP-OS2	0.90	0						
90C	SP-OS2	1.72	0						
90D	SP-OS2	1.03	0						
90E	SP-OS2 (OTHER)	0.29	0						
90F	SP-PQP	0.32	0						
90G	SP-OS2 (OTHER)	0.86	0						
92	SP-OS2	5.02	0						
93	SP-OS2	0.10	0						
94	SP-OS2	1.75	0						
95	SP-OS2	3.52	0						
96A	SP-OS2	79.12	0						
96B	SP-OS2	30.74	0						
97A	SP-OS2	26.06	0						
97B	SP-OS2	28.04	0						
98	SP-OS2	28.35	0						
99	SP-OS2	35.76	0						
100	SP-OS2	7.72	0						
101	SP-OS2	0.79	0						
102	SP-OS2	45.70	0						
103	SP-OS2	48.63	0						
104	SP-OS2	0.85	0						
105	SP-OS2 (LC)	1.95	0						
117	SP-OS2	1.19	0						
129	SP-SFHD	5.67	28	82					
131	SP-OS2	8.89	0						
132	SP-MLD	13.39	95	184					
134	SP-SFHD	156.39	872	2546					
135	SP-PQP (Elem. School)	10.01	0						
136	SP-P (NP)	11.88	0						
137	SP-MMD	9.53	160	310					
138	SP-MHD	9.36	278	539					
141	SP-CC	11.06	0			92,565			
143	SP-MLD	7.79	71	138					
144	SP-MMD	5.16	109	211					

Table 4.3
Parcel Summary

Parcel ID	Specific Plan Land Use	Acreage	Allocated Res. DU	Projected Population	Allocated Building Area GSF				
					IND/OP	CC	GC	MU	RC
147	SP-MLD	16.47	141	274					
148	SP-MU	5.00	152	291				18,469	
149	SP-P (CP)	26.18	0						
150	SP-SFHD	15.52	88	257					
151	SP-MHD	5.77	145	281					
153	SP-MLD	8.61	68	132					
154	SP-SFHD	12.07	74	216					
155	SP-MLD	12.18	111	215					
156	SP-MLD	6.33	57	110					
157	SP-MHD	5.79	145	281					
158	SP-MU	11.48	72	143				43,560	
159	SP-SFHD	12.20	71	207					
160A	SP-MHD	5.82	145	281					
160B	SP-MLD	10.75	97	189					
161	SP-SFHD	10.98	66	193					
162	SP-SF	37.93	140	409					
163	SP-PQP (Elem. School)	11.44	0						
164	SP-P (NP)	10.60	0						
165-A1	SP-PQP (Middle School)	22.21	0						
165-A2	SP-SFHD	6.18	41	120					
165B	SP-SFHD	17.36	106	310					
166	SP-MLD	5.91	42	81					
167	SP-SFHD (Active Adult)	7.92	45	90					
170	SP-SFHD (Active Adult)	9.48	55	110					
171A	SP-SFHD (Active Adult)	85.12	398	796					
171B	SP-MLD (Active Adult)	11.54	92	178					
172A	SP-SFHD (Active Adult)	55.69	257	514					
172B	SP-MLD (Active Adult)	8.25	72	140					
173	SP-MLD	24.65	233	452					
174	SP-OS2 (LC)	0.63	0						
176	SP-OS2 (LC)	0.29	0						
177A	SP-OS2	118.48	0						
177B	SP-OS2	1.75	0						
178	SP-OS2	27.65	0						
179	SP-OS2 (LC)	1.28	0						
180	SP-OS2 (LC)	0.85	0						
181	SP-OS2	7.12	0						
182	SP-OS2 (LC)	0.10	0						
183	SP-OS2 (LC)	0.26	0						
184	SP-OS2	16.86	0						
185	SP-OS2	9.58	0						
186	SP-OS2 (LC)	0.96	0						
187	SP-OS2 (LC)	0.97	0						
189	SP-OS2	3.54	0						
190	SP-OS2 (LC)	0.46	0						
191	SP-OS2 (LC)	0.42	0						
192	SP-OS2	4.89	0						
194A	SP-OS2	4.15	0						
194B	SP-OS2	8.17	0						
196A	SP-OS2	8.88	0						
196B	SP-OS2	13.93	0						
198	SP-OS2 (LC)	2.73	0						
199	SP-OS2 (LC)	0.80	0						
200A	SP-OS2 (LC)	1.36	0						
200B	SP-OS2 (LC)	1.00	0						
201	SP-OS2	9.81	0						
204	SP-OS2	1.07	0						
205	SP-OS2 (LC)	0.23	0						
206A	SP-OS2	8.97	0						
206B	SP-OS2	2.37	0						
207	SP-OS2 (LC)	2.39	0						

Parcel ID	Specific Plan Land Use	Acreage	Allocated Res. DU	Projected Population	Allocated Building Area GSF				
					IND/OP	CC	GC	MU	RC
208	SP-OS2	6.00	0						
209	SP-OS2	3.89	0						
210	SP-OS2 (LC)	0.28	0						
211	SP-MLD	7.27	55	107					
212	SP-OS2 (LC)	0.55	0						
213	SP-OS2	1.07	0						
214	SP-SFHD	56.55	259	756					
215A	SP-SF	8.90	29	85					
215B	SP-SF	8.00	21	61					
215C	SP-SF	1.80	0						
216A	SP-PQP (Elem. School)	0.25	0						
216B	SP-P (NP)	5.46	0						
217	SP-SF	25.09	86	251					
219	SP-OS2	0.61	0						
220	SP-OS2	4.78	0						
223	SP-OS2	2.19	0						
224	SP-OS2	5.20	0						
227A	SP-OS2	16.42	0						
227B	SP-ROW	0.97	0						
232	SP-PQP	1.51	0						
233	SP-GC	11.54	0				125,235		
234	SP-MLD	8.41	69	134					
235	SP-MLD	6.50	54	104					
236	SP-SFHD	55.06	273	797					
237	SP-SF	27.91	85	248					
238	SP-SF	14.49	49	143					
239	SP-OS2	2.72	0						
241	SP-OS2	13.42	0						
242	SP-OS2	1.89	0						
243	SP-OS2	3.43	0						
244	SP-OS2	25.49	0						
246	SP-SFHD	42.28	214	625					
247	SP-OS2	13.70	0						
248	SP-OS2 (LC)	0.61	0						
250A	SP-OS2 (LC)	1.24	0						
250B	SP-OS2 (LC)	0.99	0						
250C	SP-OS2 (LC)	0.51	0						
252	SP-OS2 (LC)	0.06	0						
254	SP-SF	4.32	13	38					
255	SP-SF	4.94	15	44					
256	SP-MLD	13.03	119	231					
257	SP-OS2	6.49	0						
258	SP-OS2	1.11	0						
260	SP-OS2	0.76	0						
261	SP-OS2	3.09	0						
263	SP-OS2	2.87	0						
264	SP-OS2	2.28	0						
266	SP-OS2	0.35	0						
269	SP-OS2	0.86	0						
270A	SP-PQP (Elem. School)	9.77	0						
270A	SP-PQP (Utility)	3.89	0						
270A	SP-P (Non-Quimby)	6.54	0						
270A	SP-P (NP)	5.25	0						
270A	SP-MLD	12.48	114	333					
270A	SP-SFHD	31.03	151	441					
270A	SP-SF	36.68	131	382					
270A	SP-OS2 (OTHER)	27.52	0						
270A	SP-OS2	52.50	0						
270B	SP-SF	32.68	98	286					
270B	SP-OS2 (OTHER)	12.92	0						
270B	SP-OS2	19.46	0						

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10/2021

Table 4.3 Parcel Summary									
Parcel ID	Specific Plan Land Use	Acreage	Allocated Res. DU	Projected Population	Allocated Building Area GSF				
					IND/OP	CC	GC	MU	RC
270B	SP-SFHD	27.61	144	420					
270B	SP-P (Non-Quimby)	0.37	0						
270C	SP-PQP	0.05	0						
270C	SP-OS2	40.95	0						
270C	SP-OS2 (OTHER)	3.87	0						
270C	SP-SFHD	17.37	63	184					
270C	SP-SFHD	43.97	208	607					
270C	SP-MLD	12.43	118	228					
271	SP-PQP	0.84							
Total		3,334.15	11,461	27,510	Total Commercial Building Area = 2,788,844 SF				

Notes:

1. Parcel numbers shown hereon are for identification purposes only and correspond to FPASP Figure 4.5.
2. SP-OS1 and SP-OS2 are Measure W open space. SP-OS2 (OTHER) is open space that is not considered Measure W Open Space. SP-OS1 areas are areas of preservation contained within SP-OS2 parcels, as shown on FPASP Figure 4.3. "(LC)" indicates landscape corridors along major roadways.
3. "CP" = Community Park. "NP" = Neighborhood Park. "LP" = Local Park
4. Land Use acreages in this table exclude major roadways which are shown as a separate calculation and may not precisely match Table 4.2 and the approved Minor Administration Modifications (MAMs)

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HOUSING STRATEGIES 5

5.1 INTRODUCTION

The City of Folsom is a family oriented community with a high rate of home ownership. Recent figures show a home ownership rate of seventy-six percent for the city compared with Sacramento County's average rate of fifty-eight percent. Single-family detached homes account for the majority of housing in Folsom which has made it a strong family-oriented city. At seventy percent of the total city's housing units, single-family detached homes make up a greater proportion of the total than in the state overall. [1]

State Housing Law (Government Code Section 65580) mandates that local governments must adequately plan to meet the existing and projected housing needs of all economic segments of the community. Moreover, City General Plan Goals 8 and 18 state that the city should *"allow a variety of housing types which provide living choices for Folsom residents"* and that the city should *"provide new housing opportunities for existing and future residents of all income groups"*. Additionally, the Sacramento Area Council of Governments (SACOG) Smart Growth Principle 2 states *"that communities should offer housing choices and opportunities"*.

While recognizing the historic single family development pattern of Folsom, the FPASP proposes to augment that pattern with new development ideas based on the principles of "Smart Growth" and "Transit Oriented Development" to meet anticipated market demand for smaller homes on smaller lots located near lifestyle commercial areas, recreation, and open space amenities. Consistent with the city's Housing Element and the Plan Area planning principles, the FPASP proposes a mix of residential, commercial and public uses that provide the foundation for walkable neighborhoods that discourage driving and associated vehicle miles traveled (VMT), reduce greenhouse gas emissions, and provide a variety of housing types to satisfy the housing needs of all income groups.

[1] City of Folsom Housing Element adopted October 22, 2013 (*Resolution No. 9243*).

5.2 HOUSING GOALS AND POLICIES

The FPASP incorporates a number of the Housing Element goals and policies intended to guide the development of housing in the Plan Area. The Housing Element (HE) goals and policies incorporated in the FPASP include:

HE Goal H-1:

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

Policy H-1.1:

The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.

Policy H-1.2:

The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.

Policy H-1.3

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

Policy H-1.4:

The city shall support the development of second units on single-family parcels.

Policy H-1.6:

The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.

Policy H-1.8:

The city shall strive to create additional opportunities for mixed-use and transit oriented development.

HE Goal H-3:

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

Policy H-3.1:

The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities..

Policy H-3.2:

The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households..

Policy H-3.3:

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

Policy H-3.4:

Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.

Policy H-3.5:

The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.

HE Goal H-5:

To provide a range of housing services for Folsom residents with special needs, including seniors, person with disabilities, single parents, large families, the homeless, and residents with extremely low incomes.

Policy H-5.2:

The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.

Policy H-5.4:

The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.

Policy H-5.7:

The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.

Policy H-5.10:

The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.

HE Goal H-6:

To ensure equal housing opportunities for all Folsom residents regardless of race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

Policy H-6.2:

The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.

HE Goal H-7:

To reduce greenhouse gas emissions and promote energy conservation in residential development.

Policy H-7.1:

The city shall continue to implement state energy-efficient standards to new residential development.

Policy H-7.2:

The city shall include energy conservation guidelines as part of the development standards for the specific plan area.

Policy H-7.3:

The city shall reduce residential cooling needs associated with the urban heat island effect.

Policy H-7.4:

The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.

Policy H-7.5:

The city shall encourage the increased use of renewable energy.

Policy H-7.6:

The city shall encourage “smart growth” that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.

5.3 HOUSING CONCEPT

The FPASP recognizes the important role housing plays in creating a vibrant community. Consistent with SACOG Blueprint Planning Principles, the Plan Area provides a mix of residential densities and housing types to create pedestrian oriented neighborhoods that satisfy the housing needs of all income groups. Mixed-use and multi-family housing play a vital role in fulfilling the Plan Area's housing vision and their close proximity to transit corridors, schools, parks, shopping and employment centers will encourage more walking and less driving for routine errands, all of which will aid in reducing greenhouse gas emissions.

The lower density multi-family residential sites will provide a transition in mass and scale from the mixed-use and higher density residential uses to the smaller scale traditional single family neighborhoods. Approximately forty-seven percent of the total 11,461 Plan Area housing units are included in the mixed use and multi-family residential land use categories. Multi-family and mixed use housing will offer a wide range of rental options as well as the opportunity for fee simple and condominium ownership.

The single family and single family high density residential land uses complete the remainder of the FPASP housing plan. The single family high density sites are also located within close proximity to shopping, schools, parks and open space and they feature a variety of small-lot attached and detached housing types arranged in street, block and lot patterns that create intimately scaled neighborhoods that promote walking and cycling. The single family high density neighborhoods offer reasonably priced owner occupied housing for singles, couples, young families, empty nesters, and seniors.

5.4 STATE HOUSING LAW AND THE HOUSING ELEMENT

The FPASP complies with state housing law and the City of Folsom Housing Element by providing an adequate supply of residentially zoned land in a range of densities to accommodate the housing needs of all income groups in the city. Moreover, consistent with SB 375, the FPASP locates many of the higher density multi-family sites in close proximity to transit corridors and stops, commercial services, schools and parks to reduce the need for driving and to encourage walking, cycling and transit use. Additionally, the multi-family residential sites in the Plan Area will encourage the development of affordable housing. In all, the FPASP designates approximately 94.8-acres of land that will be designated multi-family high density and mixed use that could yield 2,037 dwelling units (approximately 18% of the total Plan Area housing units) if developed at the allocated densities.

5.5 REGIONAL HOUSING NEEDS PLAN (RHNP)

The state mandated Regional Housing Need Plan (RHNP) allocates to cities and counties within the boundaries of SACOG, their "fair share" of the region's projected housing needs. Each city and county in the RHNP receives a Regional Housing Needs Allocation (RHNA) specifying the number of housing units that it must plan for within an 8.83-year time period. In September 2012, SACOG adopted its final *Plan for Allocation of Regional Housing Needs for January 1, 2013, through October 31, 2021*. At the time of Folsom Plan Area Specific Plan adoption, the allocation for the City of Folsom, including the Plan Area, is 4,633 housing units distributed among the following four categories: 1,218 units are to be affordable to very low-income households, 854 units are to be affordable to low income households, 862 units are to be affordable to moderate income households, and 1,699 units are to be affordable to above moderate income households. The RHNA allocation is equivalent to a yearly need of approximately 525 housing units for the 8.83-year period for the City of Folsom, including the Plan Area.

5.6 AFFORDABLE HOUSING

The availability of affordable housing is of vital local, regional and statewide importance. California housing has become one of the most expensive in the nation. For many years, California has suffered from an affordable housing crisis; there simply are not enough affordable dwelling units for the number of residents who need them. The housing boom of the early to mid 2000's saw housing affordability in the region plummet and home prices increase to the point where they were beyond the means of many families. Beginning in 2006 home prices dropped significantly; however, starting in 2016 home prices began to move upward again.

In many cases, the barrier to providing affordable housing is the lack of affordable housing sites. The FPASP will assist in alleviating this shortage at the local level by providing a range of housing types and pricing that will satisfy the housing needs for all income groups in the City. Consistent with state housing law [government code section 65584 (3) (B) (iii)], the FPASP provides 63.3-acres of high density multi-family residential land with a density range of 20 to 30 du/ac that meets the state minimum default density of 30 units per acre for "metropolitan jurisdictions" *that shall be deemed appropriate to accommodate housing for lower income households.* Additionally, the FPASP provides 26.5-acres of mixed use land use, with a density range of 9.0 to 30.0 du/ac for its residential component. The residential component of the mixed-use land use also meets the definition of land *"appropriate to accommodate the housing needs for lower income households."* The allocated residential unit count for the Multi-Family High Density Residential and Mixed Use land uses is 1,944 housing units or approximately 17.0% of the total maximum Plan Area housing count of 11,461 units.

AFFORDABLE HOUSING STRATEGIES

In 2013, the City of Folsom amended the Folsom Municipal Code relating to the Inclusionary Housing Ordinance (FMC 17.104). The amended chapter requires *"all for-sale development projects consisting of ten or more units, including condominium conversion projects, as well as residential rental projects of ten or more units receiving funding assistance from the city or are otherwise subject to a voluntary affordable housing agreement with the city, shall include inclusionary housing units equal to ten percent of the total number of the units in the project, excluding density bonus units. The ten percent shall consist of three percent very low income units and seven percent low income units"*. The amended chapter requires *"every existing specific plan proposed for amendment shall incorporate into the amended specific plan an inclusionary housing plan, consistent with this section of this chapter."* Additionally, as described in section 17.104.060 of the amended chapter, alternative methods to meet the inclusionary housing requirement, including payment of in-lieu fees, are allowed. All Plan Area residential projects must comply with the provisions of the Affordable Housing Ordinance. Project-specific development agreements will contain additional affordable housing strategies to help the city meet its RHNA obligations and the Quantified Objectives in the city's Housing Element.

In addition to the Housing Element policies that encourage the development of affordable housing, the FPASP recommends the following additional strategies be pursued:

- Encourage the City of Folsom to purchase one or more SP-MHD sites from the property owners and then partner with an affordable housing developer to construct affordable housing units in one of the initial phases of the Plan Area buildout.
- Encourage the City of Folsom to work closely with affordable housing advocacy groups to promote the affordable housing incentives listed in this section of the FPASP.
- The property owners will work closely with the City of Folsom to develop additional affordable housing incentives.
- Encourage permit streamlining and approval processing for affordable housing sites.
- Encourage fee reductions, waivers, and/or deferrals for affordable housing sites.

AFFORDABLE HOUSING INCENTIVES

City, state and federal governments have various housing and financing programs that encourage and facilitate the construction of housing for all income groups. To assist with the development of affordable housing, the property owners will look to various housing programs to assist in affordable housing projects. The property owners recognize the value of a well-balanced community by incorporating affordable housing in the Plan Area where economically feasible.

City of Folsom Housing Programs

Redevelopment Agency (Folsom Successor Agency Oversight Board) set-aside funds: California redevelopment law requires the agency to set aside twenty percent of all tax increment revenues in a housing fund to be used for programs including affordable housing. The Plan Area is outside the City of Folsom Redevelopment Project boundaries and set-aside funds may only be used outside the project area when specific findings are made that using such funds benefits the project area.

Community Development Block Grants (CDBG): The City of Folsom participates in the Sacramento County Community Development Block Grant program instead of competing for funds through the State of California DBG Small Cities Program. The city receives approximately \$150,000 yearly for CDBG eligible projects including infrastructure improvements. These funds may only be used in conjunction with development that benefits low income households.

Housing Trust Fund: The City of Folsom levies a fee on non-residential construction to promote the goals and policies of the housing element of the general plan and to increase and improve the supply of housing affordable to low, very-low and extremely-low income households. At final build-out, the total Plan Area fees levied will be approximately 5.6 million dollars.

Folsom Municipal Code Chapter 17.102: The density bonus chapter of the FMC is intended to provide incentives for the production of housing in accordance with Sections 65915 and 65917 of the California Government Code for very-low, low and moderate income households and senior households. The intent of FMC Chapter 17.102 is to facilitate the development of affordable housing and to implement the goals, objectives and policies of the city's Housing Element.

Sacramento County Housing Programs

Sacramento County First Time Homebuyer Program: The County's first time home buyer program administered by the Sacramento Housing and Redevelopment Agency provides deferred payment loans to low-income, first time home buyers in Sacramento County. The maximum loan is \$40,000 with an interest rate of 3 percent.

Sacramento County Mortgage Credit Certificate Program: This Sacramento Housing and Redevelopment Agency program is available to Sacramento County residents earning 115 percent of the area median income. This program allows first-time home buyers to reduce the amount of federal income tax a home buyer pays.

Sacramento County Housing Choice Vouchers Program: This program (formerly Section 8) provides assistance to help low-income residents of Sacramento County afford safe, decent and sanitary rental housing. The Federal government (HUD) provides funds to SHRA (Sacramento County Housing & Redevelopment Agency) to administer the program.

State & Federal Programs

Building Equity and Growth in Neighborhoods (BEGIN) Program: This state program grants funds to local jurisdictions to provide down payment assistance to low and moderate-income first-time home purchasers. The maximum amount of the loan is \$30,000 or 20 percent of the purchase price, whichever is less.

Infill Incentive Grant (IIG) Program: This HCD sponsored program provides funds to local governments to make infrastructure improvements that are necessary to encourage the development of infill housing. Grants allocated to qualifying infill projects range from \$500,000 to \$20 million.

Workforce Housing Reward (WHR) Program: This HCD sponsored program provides grant to cities that issue building permits for very low or low-income affordable housing. This program is currently not making awards; however, it may be available again in the future.

Section 811 Program: This federally sponsored HUD program provides interest-free capital advances and rental assistance funds to private, nonprofits to help finance the development of housing for person with disabilities. The nonprofit sponsor does not have to repay the capital advance as long as the project serves the target population for 40-years.

Section 202 Program: This federally sponsored program provide interest free capital advances and rental assistance funds to private, nonprofits to help finance the development of housing for very low-income elderly.

Low Income Tax Credits (LIHTC): A method for funding affordable housing where the Federal government gives either a nine percent or four percent income tax credit over a 10-year period to the housing developer. To qualify for these funds, projects must:

- Provide at least 20 percent of the residential units to individuals whose income is 50 percent or less of the area median household income; or
- Provide at least 40 percent of the residential units to individuals whose income is 60 percent or less of the area median household income.
- The housing units must remain affordable for a 30-year period.

Home Investment Partnership Program (HOME): A federal program to fund gaps in low income housing tax credit projects.

Private Funding: The Community Reinvestment Act of 1977 (CRA) and The American Recovery & Reinvestment Act of 2009 directs the Department of the Treasury, the Federal Reserve System, the Federal Deposit Insurance Corporation and the Federal Home Loans Bank Board to encourage and assist the institutions they regulate to meet the credit needs of their communities. As a result of these programs, many major financial institutions actively participate in funding low and moderate income housing developed by non-profit corporations.

5.7 RESIDENTIAL SITES INVENTORY

The residential sites inventory is included to demonstrate that the FPASP provides an adequate supply of residential land and a variety of housing types to accommodate all potential household income ranges in the Plan Area.

MULTI-FAMILY HIGH DENSITY RESIDENTIAL (SP-MHD)

Nine sites totaling 63.3-acres are designated for Multi-Family High Density Residential use (*refer to Figure 4.3 – Specific Plan Land Use Designations and Figure 5.1 – Housing Sites Inventory*). The SP-RC site (*Parcel 61*) and the three SP-GC sites (*Parcels 77, 78 & 85A*) located at the intersection of Alder Creek Parkway and East Bidwell Street, are placeholder SP-MHD sites and their final location will be determined by a future master plan. However, 377 SP-MHD dwelling units located on a minimum of 14.8-acres shall be provided regardless of the location. The SP-MHD sites are strategically located within walking distance of transit corridors, commercial and employment centers, schools, and parks in order to increase transit use, promote walking, decrease automobile trips, and reduce greenhouse gas emissions. Developed at the allocated densities, these sites can provide 1,601 dwelling units of rental and/or for-sale housing (14.0% of the total target dwelling units shown in *Table 4.2 – Land Use Summary*). All SP-MHD sites meet state standards as potential affordable housing locations for very-low and low income households because of their maximum allowable density of 30 Du/Ac (the state minimum density for a metropolitan jurisdiction) The nine SP-MHD sites are described in detail below, summarized in *Table 5.1 – Inventory of Multi-Family High Density Sites*, and shown in *Figure 5.1 – Housing Sites Inventory*:

- Parcel 60:** *This 7.70-acre flat site, located adjacent to Alder Creek Parkway, can provide 192 units of housing if developed at the allocated density. This site is located within walking distance of the transit corridor, the regional commercial center, and a linear open space corridor.*
- Parcel 64:** *This 4.31-acre site, located adjacent to Alder Creek Parkway, can provide 108 units of housing if developed at the allocated density. This site is conveniently located adjacent to the transit corridor and within walking distance of the regional commercial center and a linear open space corridor.*
- Parcel 160A:** *This 5.82-acre site, located adjacent to Alder Creek Parkway in the Town Center District, can provide 145 units of housing if developed at the allocated density. This site is located directly adjacent to a local park and within walking distance of an elementary school, the middle school, a neighborhood park and open space.*
- Parcel 157:** *This 5.79-acre site, located adjacent to Savannah Parkway and East Bidwell Street, can provide 145 units of housing if developed at the allocated density. This urban site is conveniently located within walking distance of the town center, the transit corridor, an elementary school, the middle school, and commercial shopping.*
- Parcel 151:** *This 5.77-acre flat site, located adjacent to Alder Creek Parkway and Westwood Drive, can provide 145 units of housing if developed at the allocated density. This site is located within walking distance of commercial shopping, the transit corridor, an elementary school, community park east and a neighborhood park.*
- Parcel 82-B1:** *This 4.96-acre flat site, located adjacent to Westwood Drive (and Parcel 151), can provide 120 units of housing if developed at the allocated density. This site is located within walking distance of commercial shopping, the transit corridor, an elementary school, community park east and a neighborhood park.*
- Parcel 138:** *This 9.36-acre flat site, located in the “Central District” of the Plan Area can provide 278 units of housing if developed at the allocated density. This site is located within walking distance of a commercial center, a bus route, an elementary school and community and neighborhood parks.*

- Parcel 16:** *This 9.80-acre flat site, located in the southwest corner of the Plan Area can provide 246 units of housing if developed at the allocated density. This site is located within walking distance of a community commercial center, a bus route, an elementary school, the high school, a local park and community park west.*
- Parcels 77 78 & 85A:** *These required placeholder allocations are located in the three SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway. The relatively flat sites are planned, and required, to provide 7.3-acres and 221 dwelling units of multi-family high density housing if developed at the allocated density. The three sites are located within walking distance of the town center, the regional commercial center, the Alder Creek Parkway transit corridor and bike paths. The requirement to construct the 221 units can be transferred to the regional commercial center (Parcel 61).*
- Parcel 61:** *This required placeholder allocation is located in the 103-acre regional commercial center located at the intersection of East Bidwell Street and Alder Creek Parkway. This relatively flat site is planned, and required, to provide, 7.5-acres and 156 dwelling units of multi-family high density housing. The SP-MHD site is located within walking distance of the town center, the Alder Creek Parkway transit corridor, bike paths, open space corridors and urban parks. The requirement to construct the 156 dwelling units can be transferred to the three general commercial sites (Parcels 77, 78 & 85A) described in the previous section.*

TABLE 5.1
INVENTORY OF MULTI-FAMILY HIGH DENSITY (SP-MHD, SP-GC, SP-RC) SITES

Land Use	Site Area (Ac.)	Density Range	Allocated Density	Allocated Units
Multi-Family High Density				
Parcel 60	7.70	20 to 30	24.9	192
Parcel 64	4.31	20 to 30	25.1	108
Parcel 160A	5.82	20 to 30	24.9	145
Parcel 157	5.79	20 to 30	25.0	145
Parcel 151	5.77	20 to 30	25.1	145
Parcel 82-B1	4.96	20 to 30	24.2	120
Parcel 138	9.36	20 to 30	29.7	278
Parcel 16	9.80	20 to 30	25.1	246
Parcels 77, 78 & 85A	7.30	20 to 30	30.0	221
Parcel 61	7.50	20 to 30	20.8	156
Totals	68.31			1,756

MULTI-FAMILY MEDIUM DENSITY RESIDENTIAL (SP-MMD)

Four sites totaling approximately 33.0-acres are delineated Multi-Family Medium Density Residential use (refer to *Figure 4.3 – Specific Plan Land Use Designations* and *Figure 5.1 – Housing Sites Inventory*). Additionally, FPASP **Policy 4.6A** allocates, but does not require, up to 9.9-acres and 198 SP-MMD dwelling units for the SP-RC site (*Parcel 61*) and 5.1-acres and 122 SP-MMD dwelling units for the three SP-GC sites (*Parcels 77, 78 & 85A*) located at the intersection of Alder Creek Parkway and East Bidwell Street. In the event the SP-MMD allocated dwelling units are not constructed, the sites may be developed with regional and general commercial uses.

The density range for this land use classification is 12 to 20 DU/Ac and the allocated densities are shown in *Table 5.2 – Inventory of Multi-Family Medium Density Sites*. The SP-MMD sites are also located within walking distance of transit corridors, commercial and employment centers, schools, and parks in order to increase transit use, promote walking, and decrease automobile trips. The Multi-Family Medium Density sites can potentially yield 920 units of rental and/or for sale housing (8.0% of the total target dwelling units shown in *Table 4.2 – Land Use Summary*). The six SP-MMD sites are described in more detail below, summarized in *Table 5.2 – Inventory of Multi-Family Medium Density Sites* and shown in *Figure 5.1 – Housing Sites Inventory*.

Parcel 11: *This 8.56-acre site, located in the southwest corner of the Plan Area, adjacent to Prairie City Road and Mangini Parkway can provide 155 units of rental and/or for sale housing if developed at a density of 18.1 DU/Ac. This neighborhood center site is conveniently located within walking distance of a community commercial center, transit route, and community park west.*

Parcel 68: *This 9.72-acre site, located adjacent to Rowberry Road and Alder Creek Parkway, can provide 176 units of rental and/or for sale housing if developed at a density of 18.1 DU/Ac. This site is located within walking distance of a regional commercial site, an elementary school, the middle school, and open space.*

Parcel 137: *This 9.53-acre site located adjacent to White Rock Road can provide 160 units of rental and/or for sale housing if developed at a density of 16.7 DU/Ac. This site is located within walking distance of a general commercial center site, an elementary school, a neighborhood park, and open space.*

Parcel 144: *This 5.16-acre site, located at the intersection of Mangini Parkway and East Bidwell Street can provide 109 additional units of rental and/or for sale housing if developed at a density of 21.1 DU/Ac. This site is located within walking distance of a community commercial center, an elementary school, a neighborhood park, and open space.*

Parcels 77 & 85A: *These placeholder allocations are located in the three SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway. The relatively flat sites are planned for 5.1-acres and 122 dwelling units if developed at the allocated density. There is no requirement to develop the SP-MMD dwelling units and in the event they are not constructed, the three sites may be developed with general commercial uses. The three sites are located within walking distance of the town center, the regional commercial center, the Alder Creek Parkway transit corridor, bike paths, and urban parks.*

Parcel 61: *This placeholder allocation is located in the 103-acre regional commercial center located at the intersection of East Bidwell Street and Alder Creek Parkway. The relatively flat site is planned for 9.9-acres and 198 dwelling units if developed at the allocated density. There is no requirement to develop the SP-MMD dwelling units, and in the event they are not constructed, the site may be developed with regional commercial uses. The SP-MMD dwelling unit allocation is located within walking distance of the town center, the Alder Creek Parkway transit corridor, bike paths, open space corridors and urban parks.*

TABLE 5.2
INVENTORY OF MULTI-FAMILY MEDIUM DENSITY (SP-MMD, SP-GC, SP-RC) SITES

Land Use	Site Area (Ac.)	Density Range	Allocated Density	Allocated Units
Multi-Family Medium Density				
Parcel 11	8.56	12 to 20	18.1	155
Parcel 68	9.72	12 to 20	18.1	176
Parcel 137	9.53	12 to 20	15.1	160
Parcel 144	5.16	12 to 20	21.1	109
Parcels 77, 78 & 85A	5.10	12 to 20	20.0	122
Parcel 61	9.90	12 to 20	20.0	198
Totals	47.97			920

MULTI-FAMILY LOW DENSITY RESIDENTIAL (SP-MLD)

Twenty-six sites totaling 269.7-acres are designated for Multi-Family Low Density Residential development in the Plan Area (refer to *Figures 4.3 – Specific Plan Land Use Designations* & *5.1 – Housing Sites Inventory*). Additionally, FPASP **Policy 4.6A** allocates, but does not require, 25-acres and 198 SP-MLD dwelling units in the SP-RC (*Parcel 61*) land use designation and in the three SP-GC (*Parcels 77, 78 & 85A*) sites located at the intersection of Alder Creek Parkway and East Bidwell Street. In the event the SP-MLD allocated dwelling units are not constructed, the sites may be developed with regional and general commercial uses.

The density range for this land use classification is 7 to 12 DU/Ac and the allocated densities are shown in *Table 5.3 – Inventory of Multi-Family Low Density sites*. The SP-MLD sites are envisioned as transition densities that smooth the visual shift from single family detached housing to higher density multi-family residential uses. If all of the SP-MLD sites are developed at the allocated densities, they can provide 2,524 housing units (approximately 22% of the total Plan Area housing units) of moderately priced rental and/or for-sale housing. A summary of the MLD sites is included in *Table 5.3 – Inventory of Multi-Family Low Density Sites* and are shown in *Figure 5.1 – Housing Sites Inventory*.

MIXED USE (SP-MU)

Three sites totaling 26.5-acres are designated Mixed Use in the Plan Area (refer to *Figure 4.3 – Specific Plan Land Use Designations* & *Figure 5.1 – Housing Sites Inventory*). The Mixed Use sites are envisioned as either vertical or horizontal mixes of commercial, office, civic, and residential uses that do not draw definitive boundaries for each use. The intent of this land use is to encourage innovative design without the constraints of traditional single-use zoning. The Mixed-Use designation allows for a maximum residential density of 30 units per gross acre in order to meet the state minimum density requirement of 30 Du/Ac to qualify as potential affordable housing sites for very low and low income households.

For determining allocated dwelling units, *Table 4.2 – Land Use Summary* assumes that all Mixed Use sites will be developed with a mix of residential and commercial uses and the residential density will average 20 Du/Ac. It is possible however, that a Mixed Use site could be developed with one or more high-density residential buildings in combination with individual commercial buildings on a single Mixed Use site. In such cases, the residential building could achieve densities greater than 20 Du/Ac. However, for determining the number of potential housing units, all Mixed Use sites will be calculated as depicted in

TABLE 5.3 INVENTORY OF MULTI-FAMILY LOW DENSITY (SP-MLD, SP-GC, SP-RC) SITES				
Land Use	Site Area (Ac.)	Density Range	Allocated Density	Allocated Units
Multi-Family Low Density				
Parcel 63	7.84	7 to 12	8.9	70
Parcel 160B	10.75	7 to 12	9.0	97
Parcel 76	13.22	7 to 12	9.0	119
Parcel 156	6.33	7 to 12	9.0	57
Parcel 153	8.61	7 to 12	7.9	68
Parcel 79-B1	14.18	7 to 12	8.3	118
Parcel 79A	12.33	7 to 12	9.0	111
Parcel 82-B2	5.11	7 to 12	7.0	36
Parcel 270A	12.48	7 to 12	9.1	114
Parcel 270C	12.43	7 to 12	9.5	118
Parcel 234	8.41	7 to 12	8.2	69
Parcel 235	6.50	7 to 12	8.3	54
Parcel 211	7.27	7 to 12	7.2	52
Parcel 132	13.39	7 to 12	7.1	95
Parcel 147	16.47	7 to 12	8.6	141
Parcel 143	7.79	7 to 12	9.1	71
Parcel 166	5.91	7 to 12	7.1	42
Parcel 173	24.65	7 to 12	9.5	233
Parcel 256	13.03	7 to 12	9.1	119
Parcel 24	16.25	7 to 12	9.4	153
Parcel 73	11.77	7 to 12	9.7	114
Parcel 155	12.18	7 to 12	9.1	111
Parcel 171B	11.54	7 to 12	8.0	92
Parcel 172B	8.25	7 to 12	8.7	72
Parcel 61	25.00	7 to 12	7.9	198
Totals	291.69			2,524

TABLE 5.4 INVENTORY OF MIXED USE (SP-MU) SITES				
Land Use	Site Area (Ac.)	Density Range	Allocated Density	Allocated Units
Mixed-Use				
Parcel 158	11.48	9 to 30	10.5	72
Parcels 74	10.00	9 to 30	9.5	57
Parcel 148	5.02	9 to 30	30.0	152
Totals	26.50			281

Table 5.4 – Inventory of Mixed-Use Sites. The Mixed Use sites can yield 281 units of rental and/or for sale housing (3% of the total target dwelling units shown in *Table 4.2 – Land Use Summary*). Refer to *Figure 5.1 – Housing Sites Inventory for Mixed Use* site locations.

SINGLE FAMILY HIGH DENSITY (SP-SFHD)

The Single Family High Density land use designation comprises approximately 38.7 percent of the total housing units in the Plan Area. The density range for this residential land use is 4 to 7 Du/Ac and the allocated density is approximately 5.4 Du/Ac, which yields 4,440 housing units as shown in *Table 4.2 – Land Use Summary*. Single family high density neighborhoods provide a range of reasonably priced small-lot detached and semi-attached housing choices. All Single family high density housing sites are shown in *Figure 5.1 – Housing Sites Inventory*.

SINGLE FAMILY (SP-SF)

Single Family land use designation comprise approximately 12.1 percent of the total housing units in the Plan Area. The density range for this residential land use is 1 to 4 Du/Ac and the allocated density is approximately 3.3 Du/Ac, which yields 1,540 housing units as shown in *Table 4.2 – Land Use Summary*. Single family neighborhoods provide the largest-lot detached housing choices in the Plan Area and allow for executive-type housing as well as conventional sized single family lots. Single family neighborhoods are located primarily on steeper topography adjacent to open space areas. All single family housing sites are shown in *Figure 5.1 – Housing Sites Inventory*.

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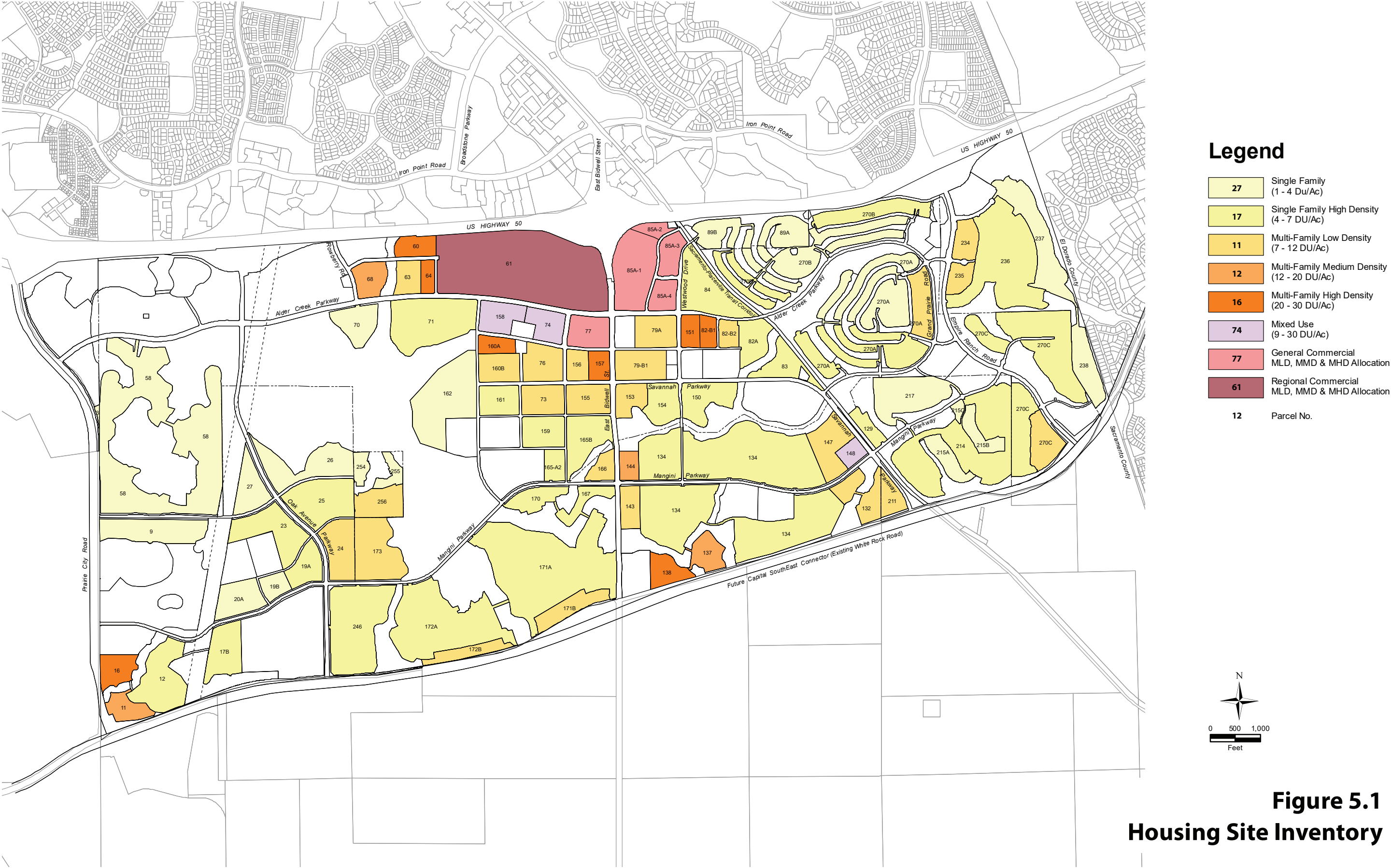


Figure 5.1
Housing Site Inventory

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TOWN CENTER 6

6.1 INTRODUCTION

The Plan Area Town Center is located both north and south of Alder Creek Parkway, west of East Bidwell Street, providing a central location at the heart of the Plan Area. The Town Center is easily accessible by pedestrians throughout the Plan Area using a walkable network of trails and sidewalks. Its close proximity to Highway 50 makes the Town Center a desirable destination for the greater Folsom area as well as travelers heading west to Sacramento or east to Lake Tahoe. The location within the Plan Area represents a purposeful transition along the transition from urban to rural heading south from Highway 50 (refer to *Figure 4.4 – Overlay Combining Districts* & *Figure 6.1 – Town Center Location*).

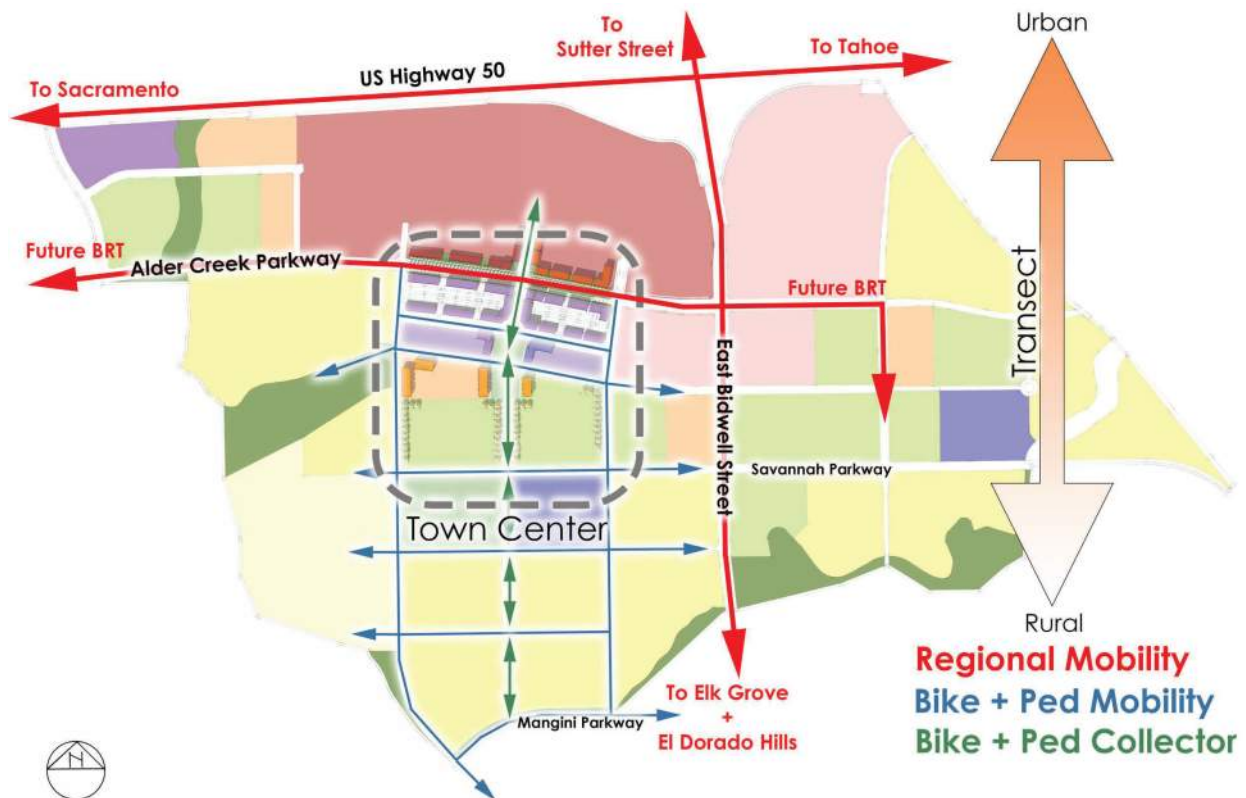


Figure 6.1 – Town Center Location

6.2 PURPOSE

The intent of the Town Center design guidelines is to create a palette of design elements for the use of all builders, architects, landscape architects, engineers, and other design professionals engaged to develop the Plan Area Town Center. The guidelines address the design criteria inherent to the Town Center and cover the most critical features such as massing, scale, proportion, landscaping, and vehicular and pedestrian circulation. Further, the guidelines are written to inspire innovative and creative architectural design by describing and articulating the treatment of edges, important corners, and public spaces. All projects within the Town Center will require design review through the City of Folsom Planned Development (PD) process. A detailed and specific application that complies with these guidelines will be required at that time.

6.3 KEY PLANNING CONCEPTS

The Town Center is organized around a series of distinctive planning design elements intended to provide a dynamic pedestrian-oriented core with activated nodes of intentional interaction (refer to *Figure 6.2 – Town Center*).



Figure 6.2 – Town Center

THE PASEO

The southernmost portion of the Town Center features an activated pedestrian-centric green space, or Paseo, which is a public walkway or promenade lined with trees. The Paseo is envisioned to be addressed with residential front doors accessed from the green spine (refer to *Figure 6.3 – View of Paseo Looking North from Savannah Parkway*).



Figure 6.3 – View of Paseo Looking North from Savannah Parkway

TOWN GREEN, ELEVATED CROSSING & EVENT PLAZA

Moving north, a Town Green provides an open green space in the middle of the higher intensity uses, providing a welcome respite space for pedestrians and urban families. An Elevated Crossing slows traffic and protects pedestrians while connecting the Town Green with the Event Plaza to the north, providing a curb-less transition between the open spaces. The interconnected road network that surrounds these green spaces allows for auto traffic to be redirected, creating the opportunity for larger events to flow between the entire central urban promenade. A civic building is envisioned to address the east side of the Event Plaza, providing an opportunity for landmark architecture overlooking the open space and promoting civic engagement in the Town Center (refer to *Figure 6.4 – View Looking North to the Town Green, Elevated Crossing, Event Plaza and Traffic Circle*)).

TRAFFIC CIRCLE

Continuing north, a traffic circle moderates traffic and provides a visually appealing central transition point between the green spine to the south and Main Street to the north (refer to *Figure 6.4 – View Looking North to the Town Green, Elevated Crossing, Event Plaza and Traffic Circle*)).



Figure 6.4 – View Looking North to the Town Green, Elevated Crossing, Event Plaza & Traffic Circle

MAIN STREET

Flanking the south and north sides of Alder Creek Parkway is Main Street, which is envisioned to feature street level retail with the potential for office or residential uses above if feasible based on market demand. Main Street will feature diagonal parking and broad pedestrian-oriented sidewalks with opportunities for outdoor gathering, dining, and shopping. Buildings should orient to Main Street with parking tucked behind and building heights should be tallest (3-5 stories) near the intersection of Main Street and Alder Creek Parkway, stepping down incrementally with distance from Alder Creek Parkway. Building setbacks should be minimal to create an urban edge along Main Street, with building entries and courtyards creating articulation at the pedestrian level (refer to *Figure 6.5 – View of Main Street, Alder Creek Parkway & the Pedestrian Scramble Looking South from the Urban Park*).



ALDER CREEK PARKWAY

Alder Creek Parkway is the major east-west thoroughfare of the Plan Area. The stretch of this roadway for one block to the east and west of Main Street, along with Main Street itself, is Town Center--the core of the Plan Area. To signify the prominence of this corridor, building forms should be the tallest and most dense in this core area, with the intensity of heights and densities feathering down as the radius from the core increases. Buildings should orient to Alder Creek Parkway with parking tucked behind. Buildings at the intersection of Alder Creek Parkway with Main Street should feature the most vertical elements (3 to 5 stories), with building heights along the remainder of Alder Creek Parkway limited to 2 to 4 stories. Building setbacks should be minimal to create an urban edge along Main Street, with building entries and courtyards creating articulation at the pedestrian level (refer to *Figure 6.5 – View of Main Street, Alder Creek Parkway & the Pedestrian Scramble Looking South from the Urban Park*).

PEDESTRIAN SCRAMBLE

The intersection of Main Street and Alder Creek Parkway is a critical pedestrian-auto interface within town center. The best pedestrian environments marry safety and confidence for the pedestrian. To create this feeling in town center, a pedestrian scramble (also known as an all-way crossing) will be integrated into the Main Street/Alder Creek Parkway intersection. A pedestrian scramble stops all vehicular traffic movement in all direction and allows direct crossing for pedestrians, both orthogonally and diagonally, from all corners (refer to *Figure 6.5 – View of Main Street, Alder Creek Parkway & the Pedestrian Scramble Looking South from the Urban Park*).



Figure 6.5 – View of Main Street, Alder Creek Parkway & the Pedestrian Scramble
Looking South from the Urban Park

URBAN PARK

Main Street is envisioned to terminate at an urban park north of Alder Creek Parkway. This park is intended to be primarily hardscape, providing space to sit and pause, enjoy lunch, or read.



6.4 GUIDING PRINCIPLES

The following guiding principles provide the over arching vision for the Town Center:

- *Walkability*
- *Connectivity*
- *Sense of Place*
- *Wayfinding*
- *The Red Bench / Community Icons*
- *Sustainability*
- *Public Places*
- *Respect and Complement Folsom's Rich History*
- *Sensitivity to the Principles of Compact Development*

Walkability addresses the level of ease with which a pedestrian can move throughout the Town Center. Pedestrian nodes provide intermediate destinations between elements of the Town Center.

Connectivity refers to the permeability of the edges and how the Town Center relates to the surrounding context. Connectivity addresses the integration of pedestrian, vehicular, and public transit circulation and connections.

Sense of Place is a critical component to draw people into the Town Center as a destination and “Third Place”. People are the most important component of making a Town Center a vibrant hub of activity. The theme and story of the Town Center will instill a sense of authenticity. Placemaking includes elements such as public art, thematic street furniture, and consistent signage.

Wayfinding speaks to the ability to effectively draw pedestrians and automobiles to the Town Center as a destination and to further orient them within the Town Center.

The Red Bench is symbolic of a significant meeting or gathering place within the Town Center. It is a community icon that residents and visitors can identify as a landmark within the Town Center.

Sustainability components include community planning elements, such as bioswales, pervious concrete, and enhanced walkability and connectivity to reduce dependence on the automobile and vehicle miles traveled (VMT). Sustainability also extends to the built environment through the use of alternative energy sources to generate power, cool roofs, resource-efficient materials, and other green building techniques.

Public Places activate the core by providing meaningful open space that is flexible enough to become a lunch time outdoor eating destination, an open air market or festival, or a concert venue. Including passive programming elements in these public gathering places can enhance the usability.

Respect & Complement Folsom’s Rich History without seeking to mimic the elements that make Folsom distinctive. The railroad, historic Sutter Street, the Powerhouse, the Folsom Zoo Sanctuary, and the American River are all components that are unique to Folsom. The Town Center seeks inspiration through scale, materials, and quality design without imitating existing Folsom. The Town Center will bring a unique dimension to Folsom through its cohesive design, which integrates urban amenities with the level of quality housing that Folsom is known for to create a walkable new community.

Sensitive to the Principles of Compact Development: The Town Center will be sensitive to the principles of compact development, which include appropriate density, diversity of product, urban design, destination accessibility, distance from transit, development scale, demographics, and demand management.

The Town Center, as a vibrant mixed-use core of the Plan Area, offers an opportunity for residential, live / work, retail, restaurants, and civic uses to mingle and create an urban village with a lively 24/365 environment.

6.5 TOWN CENTER PROGRAM

Land uses that contribute to a vibrant mix of public, commercial and residential use and activity are allowed and encouraged in the Town Center. The following is a partial listing of the uses and activities that are encouraged and permitted in the town center. Refer also to *Tables A.1 & A.7* for a complete list of permitted residential and commercial uses.



GROUND LEVEL PERMITTED USES

Main Street Retail and Services

- Specialty food retail (i.e. grocery/drug stores, coffee shops, chocolate/candy shops, pastry/desserts, bagel shops, wine shops).
- Specialty goods retail (i.e. cooking supplies/culinary, general housewares, specialty hardware, books/magazines, bicycle shops).
- Personal services (i.e. hair and nail salons, shoe repair, tailors).
- Business services (i.e. computer/office supplies, print shops).
- Banks and financial institutions (excluding check cashing stores).
- Neighborhood service commercial (i.e. small pharmacies, movie rental and sales, dry cleaners).

Main Street Eating and Drinking Establishments

- Restaurants serving alcoholic beverages or providing entertainment provided this activity is clearly ancillary to food service.
- Chairs and tables for outdoor dining.

UPPER LEVEL(S) PERMITTED USES

- Professional offices (i.e. architect, engineer, attorney, accountant).
- Restaurants serving alcoholic beverages or providing entertainment provided this activity is clearly ancillary to food service.
- Residential (for rent apartments or for sale condominiums/lofts).

PROHIBITED USES

- Gun shops
- Funeral homes
- Motor vehicle rentals
- Motor vehicle sales
- Motor vehicle repair
- Pawn shops
- Adult entertainment
- Rest home, group care facility



6.6 TOWN CENTER KEY URBAN ELEMENTS

Great town centers are distinguished by key urban elements that are noticed, often subconsciously, by those experiencing the urban environment. These elements include primary elevations, which are those elevations oriented toward major pedestrian thoroughfares; secondary elevations, which are those elevations oriented toward major vehicular thoroughfares; significant corners, such as the entrance to the town center; gateways, which signify entry or passage from one use to another; and pedestrian thoroughfares or vias, which are walkways between uses within the town center and to surrounding areas.

PRIMARY ELEVATIONS

Primary elevations are oriented toward major pedestrian thoroughfares (vias and paseos) and should, therefore, be of a pedestrian-friendly scale. These elevations should be more highly detailed at the street level through arcades, display windows, enhanced entry areas, awnings, or other special features that emphasize walkability. Blank building walls are not permitted; long horizontal facades should be divided into segments to create the appearance of individual storefronts through vertical divisions or material, color, or style changes.



SECONDARY ELEVATIONS

Secondary elevations are oriented toward major vehicular thoroughfares and should be designed with the intention of drawing automobile traffic in to the town center. These elevations may be simplified and complementary expressions of the primary elevations using the same palette of quality materials with less coverage. Facades must have articulation in the form of color breaks, material changes, or architectural details.

SIGNIFICANT CORNERS

Significant corners are opportunities for distinctive architectural elements, such as towers or other vertical elements, enhanced window treatments, and enhanced retail or restaurant entrances.



GATEWAYS

Gateways can be as simple as freestanding street furniture or can be incorporated into the architectural expression of a building as an open corner element that pedestrians can pass through. Gateways should have distinctive qualities (such as unique materials, special lighting, special paving areas, or courtyard/plaza elements) that distinguish them from other streetscape elements.



PEDESTRIAN VIAS

Pedestrian vias serve as safe passages and thresholds between areas within Town Center. To create a permeable and inviting atmosphere, the retail or restaurant spaces adjacent to pedestrian vias should open to the via with storefronts, glass, or seating for al fresco dining. Vias should exhibit enhanced paving, lighting, and landscape to invite pedestrians to linger and enjoy the experience, rather than rushing through to their destination. To promote wayfinding, each via should have a distinct name and display the town center directional signage to serve as a “welcome mat” to the Town Center experience.



6.7 TOWN CENTER ARCHITECTURAL VOCABULARY (Defining the Town Center’s Character)

ARCHITECTURAL LAYER

The Architecture layer is the base layer of a building; it is the layer on which everything else builds. Key elements of the architecture layer include:

- Create a chronological character (as if the project has been built over time, rather than all at once) by breaking-up the horizontal massing.
- Vertical massing shall be broken into base storefront, middle, and top levels to create a pedestrian scale.
- Rooflines and pitches shall be varied to create an aesthetically pleasing “roof bounce” or skyline effect.



Shadow Layer

The Shadow layer is the layer that adds authenticity to the architecture layer. Articulation of the architecture must be significant enough to create a true shadow.

- Facades greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three (3) percent of the length of the façade and extending at least twenty (20) percent of the length of the façade. No uninterrupted length of any façade shall exceed one hundred (100) horizontal feet.



COLOR LAYER

The color layer adds interest to the building through the use of a complementary color palette with a variety of color hues used to enhance the theme, bringing together the materials throughout the town center. The use of a rich color palette is encouraged without being garish or obtrusive and homogeneous color schemes are discouraged. Key elements of the color layer include:

- Primary body colors with a light reflectance value (LRV)¹ of 75 or less.
- Secondary body colors shall be minimum 15 point difference in LRV from the primary body color.
- Trim colors shall be minimum 20 point difference in LRV from the secondary body color; or a minimum 35 point difference in LRV from the primary body color.
- Accent colors shall be at least a 20 point difference in LRV from the trim color.

¹ Light reflectance value (LVR) is a commonly used measurement to express the percentage of light that is reflected from a surface.



ARCHITECTURAL DETAIL LAYER

Architectural details include elements such as cornices, balconies, shutters, and building materials such as stone or siding. The judicious use of architectural details authentic to the chosen architectural style is encouraged; however, elevations should not become overly detailed to the extent of appearing contrived. Key considerations of the architectural detail layer include:

- Architectural details such as balconies, railings, window boxes, mullions, and cornices, shall be appropriately and authentically scaled to the building.
- It is appropriate to include a higher level of detail and more concentration of authentic materials at the pedestrian level.

Storefront Layer

A detailed and welcoming storefront layer is inviting to pedestrians and appealing to retail tenants as well. Key elements of the storefront layer include:

- Individual storefronts should express the unique brand and character of the tenant to enhance the “Main Street” experience of the town center.
- Varied window patterns, door styles, and awnings are encouraged to reinforce the chronological character of the town center.



Pedestrian Layer

The pedestrian layer speaks to the experience of strolling through town center.

- Sidewalks shall be scaled appropriately to be able to accommodate a variety of uses including outdoor retail sales and al fresco dining. The clear path of travel must be 6' minimum width with an additional sidewalk width of at least 12' recommended for restaurant seating and/or retail sales.
- Vibrant streetscape elements such as table umbrellas, street furniture, fountains, and public art shall be interspersed throughout the Town Center.

Landscape Layer

The landscape layer includes street trees, potted plants, and planters. This layer is critical, as it adds life, vibrancy, and movement to the streetscape and begins to distinguish the urban forest of the town center. Key landscape layer elements include:

- Street trees are required and should distinguish the town center from the surrounding community through species, color, order, scale, or shape. The selected street trees will serve as a form of wayfinding to make the town center a distinctive district within the overall community.
- Large potted plants in groupings are encouraged to be interspersed along walkways to add another level of detail and interest to the landscape layer.
- Careful consideration should be given to the placement of landscape elements to avoid obstructing visibility of street, building, and tenant signage.



6.8 TOWN CENTER STOREFRONT GUIDELINES

CHARACTER

Storefront character should convey an eclectic and unique streetscape through the use of varying materials, details, window patterns, and signage. Although it is recognized that there are certain elements of signage and corporate identity that are inherent to many tenants, building design should incorporate a variety of massing, materials, and colors and should not be completely corporate in their design. The chronological character of the town center should be reinforced by distinguishing each storefront as an individual statement and expression of the tenant's unique identity.



ENTRIES AND DOORS

Placement and design of entries should directly relate to the sidewalk and street experience and entice pedestrians into the space. Restaurants are encouraged to provide a visual through-view connection to exterior seating areas. Each retail establishment shall have clearly defined, highly visible and distinctive customer entrances featuring no less than three (3) of the following:

- Canopies or porticos
- Overhangs
- Recesses/projections
- Arcades
- Raised corniced parapets over the door
- Gable roof forms
- Arches
- Outdoor patios
- Display windows
- Architectural details, such as tile work and moldings, which are integrated into the building structure and design.
- Integral planters or wing walls that incorporate landscaped areas and/or seating.
- Unique entry door



MATERIALS

A diverse range of exterior building materials are recommended to promote the chronological character of the town center. Predominant exterior building materials shall be high quality materials that respect and preserve the architectural integrity of the buildings. Transparent glass is the major element to successful storefronts to provide views into the store from the sidewalk; however, glass should not be the sole storefront material. Opaque, smoked, and reflective glass should only be used as an accent.

Allowed Materials:

- Smooth or sand stucco finishes
- Style-appropriate stone
- Wood
- Metal
- Brick
- Stone



- Glass
- Concrete
- Plaster
- Wrought iron
- Canvas awnings
- Wood trellises
- Tile roof elements
- Wood columns and beams in key locations
- Pre-cast stone trims, heads, and sills
- Metal Roof elements
- Decorative sheet metal gutters, downspouts, and collectors, if and where appropriate
- Wood shutter elements
- Individually articulated window elements
- Tilt-up construction that utilizes imaginative forming techniques to add texture and shadow to otherwise unarticulated walls

Prohibited Materials:

- Heavy “knock-down” or “Spanish lace” stucco finishes
- Contrived stone veneers
- Unfinished tilt-up wall panels
- Exposed concrete block walls
- Exposed aggregate walls



BUILDING LIGHTING

Building lighting animates and activates the streetscape and is a critical element of the Town Center.

- Lighting shall be appropriately scaled to the building.
- Lighting shall be spaced to provide an even wash of light on pedestrian corridors including recessed entries, sidewalks, gateways, vias, and alleys.
- All sign lighting must be concealed or illuminated from above with down lighting to promote dark skies and avoid light pollution.
- Signs and storefront exteriors and interiors should be illuminated after hours to contribute to the evening pedestrian experience.



AWNINGS

Awnings add dimension, interest, and vibrancy to the streetscape. Distinctive awning forms and patterns are encouraged to add individuality to storefronts.

- Awning design and placement shall complement the scale of the façade to enhance, rather than overwhelm, the design.
- Awnings shall be placed at a height to allow comfortable pedestrian access and sight lines to the store.
- Awnings shall be of a quality material; vinyl and internally lit awnings are not permissible.
- When several grouped storefronts employ the use of awnings, the awnings should complement each other without perfectly matching to create the sense of a uniform awning layout, while maintaining distinction for each storefront.



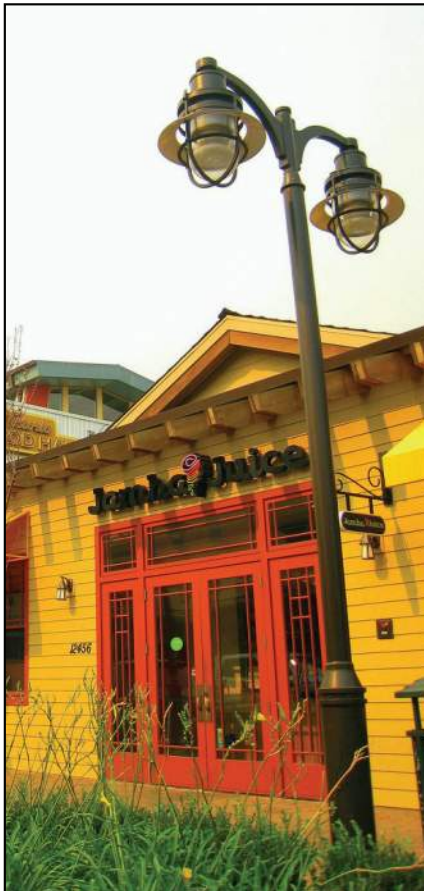
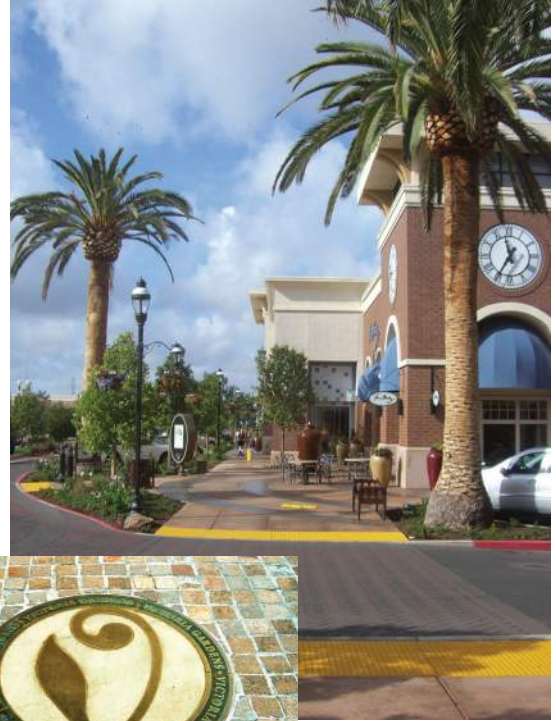
6.9 TOWN CENTER STREETScape ELEMENTS

STREET PAVING AND SIDEWALKS

Street and sidewalk paving can serve as a wayfinding and place-making element within the Town Center. Distinctive paving patterns and colors provide a sense of arrival to the town center and contribute to the pedestrian experience. Stamped and colored paving at crosswalks alerts and slows the automobile and contributes to the safety of the pedestrian.

Sidewalks are the canvas of the pedestrian experience. They present an opportunity for community branding with decorative materials and patterns, inlaid wayfinding elements, and retail entry signage inlaid into entry thresholds.

A unified street paving and sidewalk plan shall be included with any town center project submitted to the city for Design Review approval (refer to Section 13.2 – Approvals and Entitlements for additional information on Design Review).



STREETSCAPE LIGHTING

Streetscape lighting should complement the overall town center vision. Street lighting should be distinctive, consistent, and should complement the architecture and other streetscape elements of the town center. Accent lighting may include string lighting in trees or crisscrossed over pedestrian vias, courtyards, or plazas, tree up-lighting, lighting in fountains, or special lighting of significant buildings.

A comprehensive streetscape lighting plan shall be included with any town center project submitted to the city for Design Review approval (refer to Section 13.2 – Approvals and Entitlements for additional information on Design Review).



STREET FURNITURE

An eclectic street furniture palette adds to the pedestrian-friendly nature of the town center. Street furniture should be cohesive and distinctive and each street furniture element should complement the rest in material, color, design, and scale. *A street furniture plan shall be included with any town center project submitted to the city for Design Review approval (refer to Section 13.2.4 – Approvals and Entitlements for additional information on Design Review).*

Street furniture elements include, but are not limited to:

- Bicycle racks and bollards
- Decorative phone booths (for mobile phone use)
- Utility accessories and newspaper racks
- Tree grates, pots and planters
- Trash receptacles
- Public restroom facilities
- Public transit shelters



FOUNTAINS

Incorporating passive and active water elements in the town center is encouraged. Water elements enhance the pedestrian experience visually and audibly and serve as a wonderful backdrop to al fresco dining and evening strolls. At an active level, interactive water features invite visitors to bring children to play in the water, adding vibrancy to the town center.

Where fountains are utilized, they shall be a central focal and gathering element of the town center and shall not appear as an afterthought, but rather as a significant design consideration.

The design of fountains and water features shall be consistent with urban water conversation, best management practices, and all health code requirements for public interaction with water.



PUBLIC ART

Public art can be a cohesive organizing element when executed in a meaningful way. The public art at Town Center shall be presented in a comprehensive public art program that has been reviewed by the city related to the Folsom City Council approved “Guideline Regarding Permanent Artwork in Public Spaces”. The public art should be significant in one or more of the following aspects:

- Art pieces commissioned by one or more artists
- Art pieces themed by local significant history, such as the railroad or river
- Art pieces themed by local materials, such as granite or river rock



KIOSKS

Kiosks are an innovative solution to draw people in to public plazas or large pedestrian vias. Kiosks can provide visitors with a variety of services and information. Maps, ATM's, and vendors are among the many uses for kiosks.

When used, kiosks shall be designed as individual distinctive freestanding buildings and shall be complementary to the architecture of town center. Each kiosk shall have its own unique characteristics to delineate it from others and allow its use as a landmark in assisting pedestrian travel throughout the town center.



Kiosks should borrow forms, colors, and materials from the main buildings and the basic design should provide shade and protection from the elements to encourage their year-round use. Kiosks can either invite pedestrians to shop from the exterior, or, in some cases, it may be appropriate to have a larger scale kiosk that invites pedestrians inside.

Special consideration should be given to allow the introduction of temporary kiosks and stands (i.e. coffee carts or hot dog stands) within the town center. Vendors should have the flexibility to set up for special events or to serve a need that is mobile in nature.

6.10 TOWN CENTER SITE DESIGN

OPEN SPACES AND PLAZAS

Each retail establishment should contribute to the enhancement of community and public spaces by providing deliberately designed areas and/or focal features or amenities that enhance the pedestrian experience. *At least two (2) of the following gathering elements must be provided for each block (or 150 linear feet) of town center:*

- Patio/seating areas
- Pedestrian plaza with benches
- Landscaped open space area
- Public art plaza
- Kiosk area
- Water feature

Open space and plaza areas should have direct access to the public sidewalk network and should be constructed of materials that are of equal quality to the principal materials of the building and landscape.



EDGE TREATMENTS

Edge areas are opportunities to create thresholds and a sense of arrival when travelling from one use, area, or district to another. Transition areas between two uses must be given careful consideration through special landscape treatments, pedestrian nodes, and wayfinding signage.

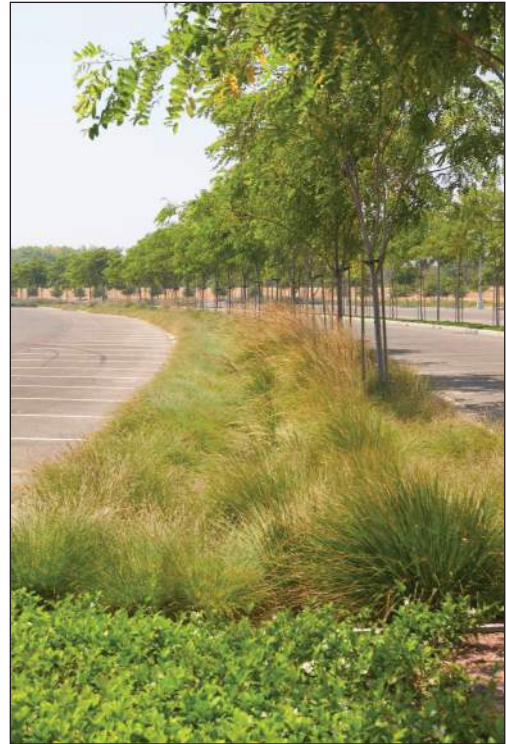


PARKING GUIDELINES

Parking design is critical to the town center experience. On street angle parking, parallel parking, structured parking, and surface parking lots are all allowable parking solutions. Angle parking encourages use of the town center as a shopping destination, without the use of a typical parking lot. Parking structures must complement the architectural palette of the town center.

Surface parking lots shall be located to the rear or side of buildings only. Parking lots should be designed to minimize the intrusion of vehicles on the streetscape to the greatest extent possible. Pedestrians must be allowed a safe path of travel through the parking lots to the buildings within the town center. The following elements contribute to the safe pedestrian experience:

- Parking lots shall be screened adjacent to major thoroughfares or pedestrian vias to minimize the view impact of parked cars.
- Trees interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.
- Vehicular Parking and loading requirements are specified in Table A.14. Parking dimensions and landscaping requirement shall comply with Folsom Municipal Code Chapter 17.57.
- Parking lots should facilitate pedestrian circulation incorporating walkways, narrowed crossways, banded or textured paving, protective lighting, connections to buildings and pedestrian vias, and landscaping that ensures the visibility and separation of pedestrians from the street.
- Pedestrians should be able to walk parallel to moving vehicles and minimize crossing parking aisles.
- Creation of a shared parking plan is encouraged in the town center mixed-use environment.



PARKS

Town Center parks are envisioned to be urban in character, focusing on passive uses that and encourage residents, visitors, and Town Center workers to gather informally throughout the day. Town center parks will also serve as the backdrop for special weekend and holiday events such as concerts and civic celebrations. Design elements for urban parks should include:



- Integrated hardscape, landscape and softscape
- Shade structures
- Seat walls and/or tiered amphitheater seating (which may be constructed of hardscape or landscape materials)
- Water features (which may be passive or active)
- Interactive game areas (e.g., large chess board or bosque with game tables)
- Seating areas
- Solar powered electronic device charging stations.

6.11 TOWN CENTER RESIDENTIAL GUIDELINES

RESIDENTIAL LAND USES

The Town Center incorporates multi-family low and high density residential and mixed use land uses that permit and encourage a variety of housing types including:

- Zero-lot-line and patio homes
- Townhomes
- Condominiums
- Garden Apartments
- Apartments
- Live/Work Studios



RESIDENTIAL CHARACTER

The residences within the town center are envisioned to be urban in nature, with entries facing green spaces and primary roadways. Walk-up design with front stoops are encouraged to create an additional activated space for residents to gather and to provide vertical separation between the sidewalk and the interior spaces. To promote the permeable and walkable atmosphere, sound walls are not permitted with the town center. Architecture is encourage to exhibit contemporary or abstracted interpretations of architectural styles. Garage are not permitted adjacent to primary roadways and must be accessed from internal drives or alleys to promote the walkable, pedestrian-centric atmosphere of the Town Center.



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7.1 Introduction

This section of the FPASP sets forth the plans and policies for the Plan Area circulation system. The circulation system is based on the principal of transportation choices. A sustainable community should focus on the movement of people, not cars, and it should provide its residents with mobility alternatives such as walking, cycling, carpooling, and viable forms of public transit in addition to the use of personal vehicles. The circulation system must also address regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The Plan Area circulation system addresses the concerns of regional traffic, including parallel capacity to Highway 50, and connectivity with surrounding jurisdictions while carefully considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

REGIONAL CONNECTIONS

The northern boundary of the Plan Area is directly adjacent to U.S. Highway 50 and access to the Highway is currently provided by the Prairie City Road and East Bidwell Street freeway interchanges. Two additional Highway 50 interchanges are proposed in the City of Folsom General Plan and the FPASP: Oak Avenue and Empire Ranch Road (refer to *Figure 7.1 – Circulation*). White Rock Road is currently a rural collector road located at the southern boundary of the Plan Area that provides major east/west connectivity between the unincorporated portions of Sacramento County and the communities of El Dorado Hills, Folsom, Rancho Cordova and Elk Grove. Sacramento County proposes to widen White Rock Road to a four lane arterial as part of their White Rock Road General Plan Amendment and Widening Improvement and Safety Project (Phase A, B & C). Additionally, the Capital Southeast Connector JPA is proposing a future upgrade of White Rock Road to a regional expressway. Additional Plan Area roads that provide north/south regional connectivity include the existing Prairie City and East Bidwell Streets and the proposed Oak Avenue and Empire Ranch Road. These roads also play an important role in regional travel by offering north/south linkages between Highway 50 and White Rock Road. Refer to *Sections 7.3 – Roadway Classification* and *7.6 – Signature Corridors* for a complete description of Highway 50 access and Plan Area signature corridors.

COMPLETE STREETS

The California Complete Streets Act of 2008 requires all cities and counties, commencing in January 2011, “to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, person with disabilities, seniors, movers of commercial goods, and users of public transportation”. Consistent with this legislation, the FPASP identifies and plans for a hierarchy of connected “complete streets” to ensure that pedestrian, bike, bus, and automobile modes of travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local residential streets, has been carefully planned. The “Central District” of the Plan Area features a street grid network with bike lanes, shaded sidewalks, public transit routes and pedestrian amenities to encourage the shift from short automobile trips to walking and cycling for routine errands. This change in transportation mode will help reduce overall Plan Area vehicle miles traveled (VMT) and ensure that residents have transportation choices.

SIGNATURE CORRIDORS

Signature corridors are Plan Area roads that are designed to accommodate multiple transportation modes while creating a cohesive design vision along the entire length of the roadway segment by including streetscape elements, gateways, entries, and landscaping in the road design. The eight Plan Area signature corridors will help create a sense of place for individual neighborhoods as well as the overall community. The Plan Area signature corridors are described in *Section 7.6 – Signature Corridors*. The specific design of streetscape elements, including tree and shrub planting, is addressed in the *FPASP Community Design Guidelines*.

PUBLIC TRANSIT AND TRANSIT ORIENTED DEVELOPMENT

Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) may result in increased market demand for public transit and housing located closer to service needs and employment centers. Additionally, aging demographics, and the increased cost of housing, may result in greater market demand for higher density housing types. To respond to these changes, and to meet the needs of future residents in the community, the FPASP includes a regional transit corridor that will provide a public transit link between all of the major commercial, public and multi-family residential land uses in the Plan Area and off-site employment centers in the remainder of the City and regional destinations beyond the Plan Area. The transit corridor will allow public transit connections with the existing Hazel and Iron Point light rail stations, the existing Folsom Stage Line bus routes and the El Dorado Transit commuter bus routes. Further discussion of the transit circulation system and other public transit facilities is described in *Section 7.10 – Public Transit* and the *FPASP Transit Master Plan*.

PEDESTRIAN AND BIKEWAY CONNECTIONS

The FPASP circulation system also includes provisions for non-motorized modes of transportation, including bicycle and pedestrian travel. A comprehensive network of Class I bike paths, Class II bike lanes, along with a system of sidewalks and trails, is woven throughout the Plan Area and integrated into the community-wide open space and street system, linking the residential neighborhoods to the commercial and activity centers in the community. Pedestrian and bicycle facilities in the Plan Area are further described in *Section 7.11 – Sidewalk, Trail and Bikeway Network*.

7.2 PLAN AREA CIRCULATION CONCEPT

The Plan Area circulation system embodies several of the FPASP planning principles including a comprehensive planning process and the provision of transportation options. One impediment to a comprehensively planned community is Highway 50 and the physical barrier that it creates between the established city to the north of the highway and the Plan Area south of the highway. The FPASP bridges this barrier with the concept of signature circulation corridors: major north/south “complete streets” that visually and physically unite both sides of the city through the use of multi-modal circulation corridors with features such as wide shaded sidewalks, bike lanes, and transit routes that facilitate all modes of travel between both sides of the city.

In addition to north/south unifying connections, the FPASP also provides east/west signature corridors that offer parallel travel alternatives to Highway 50. Instead of funneling Plan Area traffic onto an already congested Highway 50, the FPASP circulation plan offers alternative routes including Alder Creek Parkway, Mangini Parkway and White Rock Road.

Central to the planning principle of transportation options is the inclusion of a public transit component. The FPASP includes a regional transit corridor throughout the entire extent of the Plan Area from the southeast corner, at Savannah Parkway and White Rock Road, to the northwestern corner at Alder Creek

Parkway and Prairie City Road. The transit corridor will ensure that regional and local public transit options will be provided regardless of the future choice of mode.

The “Central District” of the Plan Area houses many of the commercial and higher density residential land uses. The major east/west and north/south signature corridors of East Bidwell Street and Alder Creek Parkway, further divide the “Central District” into four quadrants, each of which is organized around an orthogonal grid of collector and local streets that calm traffic, promote connectivity, and facilitate pedestrian and bicycle travel. The regional transit corridor runs through the heart of the central district and is within easy walking distance of the major land uses. The design of individual parcels in this district will continue the orthogonal street and block theme.

Consistent with *Policy 7.8A*, the circulation system is envisioned to be phased with the development of the Plan Area. The residential portions of the Plan Area, primarily south of Alder Creek Parkway, are anticipated to be constructed first. As development of the residential areas progresses, Alder Creek Parkway and East Bidwell Street will be improved. As the commercial parcels, primarily north of Alder Creek Parkway, begin to develop, the extension of Alder Creek Parkway to Prairie City Road and the Rowberry Road over-crossing are anticipated to be constructed. The timing of these improvements will depend upon the specific phases of improvements that are required to maintain acceptable levels of service.

As the Plan Area develops in increments, traffic studies will be submitted with each development proposal to determine which previously planned roadway improvement in the Plan Area will be required to be constructed concurrently with, or prior to, development to avoid the impact of a particular phase of the project. This approach will ensure that the traffic level of service will remain acceptable throughout the build-out of the Plan Area.

Permanent circulation system improvements may be phased with interim improvements, with each increment of development, so long as acceptable levels of service are maintained. For example, the ultimate circulation improvements at the intersection of Alder Creek Parkway and East Bidwell Street require dual left turn lanes on eastbound Alder Creek Parkway to northbound East Bidwell Street. If Alder Creek Parkway is yet to be constructed from Prairie City Road to East Bidwell Street, an interim improvement could be the conversion of one eastbound through lane to a third left turn lane. At the time Alder Creek Parkway is connected, the intersection would be restriped to its ultimate design of dual left turn lanes. The traffic study prepared at the time a particular development proposal is submitted will determine which, if any, interim improvements are required and acceptable. Upon full build-out of the Plan Area, the following circulation improvements will have been constructed to their full design standards as set forth in the Specific Plan

- Alder Creek Parkway from Prairie City Road to East Bidwell Street.
- East Bidwell Street from White Rock Road to U.S. Highway 50.
- Rowberry Road from Alder Creek Parkway to Iron Point Road (including the over-crossing of U.S. Highway 50).

Due primarily to topography, as well as other natural features, residential densities and commercial intensities are lower in both the “Southwestern” and “Hillside” districts. The circulation system in these two districts reflects site conditions and therefore is based on a more curvilinear, hierarchical road system of arterials, collectors and local streets that respond to the natural land features. Refer to *Figure 7.1 - Circulation* for an overall view of the Plan Area circulation system.

CIRCULATION OBJECTIVES AND POLICIES

The FPASP incorporates a number of objectives and policies intended to guide the development of the circulation framework. General objectives and policies related to circulation are provided below. Other circulation objectives and policies are provided throughout this section of the FPASP.

Objective 7.1:

Consistent with the California Completed Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

Objective 7.2:

Provide parallel vehicular capacity to Highway 50.

Objective 7.3:

Encourage non-vehicular travel options by providing sidewalks, trails and bikeway connectivity between neighborhoods and destination points.

Objective 7.4:

Consistent with the California Global Warming Solutions Act of 2006 (AB 32) and the FPASP Operation Air Quality Plan, improve Plan Area air quality by reducing vehicle miles traveled (VMT) through innovative site design and the inclusion of a regional transit corridor.

Policy 7.1:

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.

Policy 7.2:

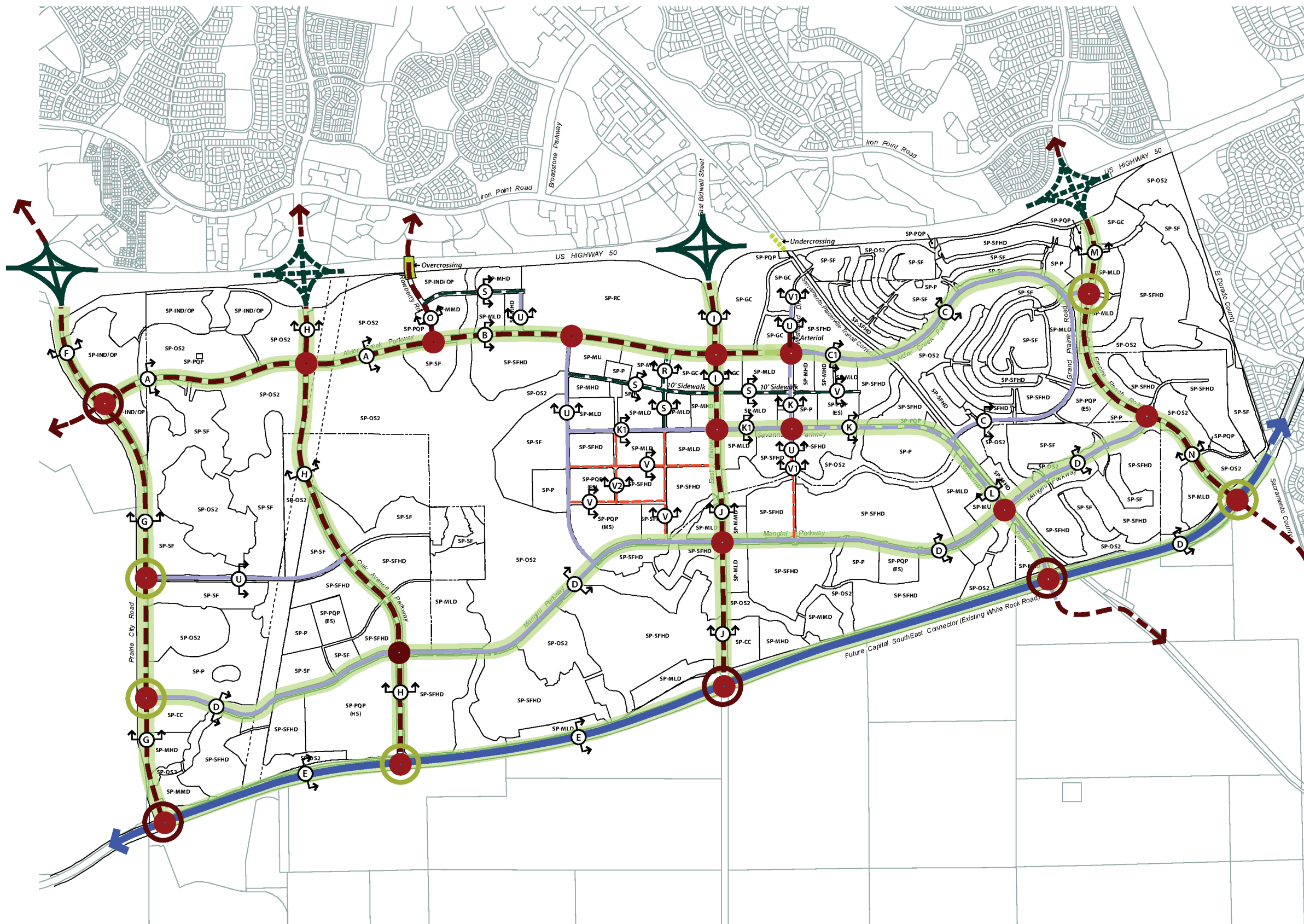
Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.

Policy 7.3:

The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.

Policy 7.4:

Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.



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7.3 ROADWAY CLASSIFICATIONS

Folsom General Plan policy 17.2 establishes a hierarchy of roads for the city including freeways or limited access highways, expressways, arterial roads, collector roads, local streets and street ends. Each General Plan road category is based on its traffic carrying capacity. The FPASP incorporates General Plan Policy 17.2 and AB 1358, the California Complete Streets Act of 2008, as a basis for its circulation system design. Except for private roadways, all streets described in this section are public roadways and are dedicated to, and maintained by, the City of Folsom. *Figure 7.1 – Circulation* depicts the circulation plan, *Table 7.1 – Roadway Classifications* summarizes the various Plan Area roadway classifications, and *Section 7.3 – Roadway Classifications* provides a detailed description of each street classification.

ROADWAY CLASSIFICATION OBJECTIVES AND POLICIES

Objective 7.5:

Provide multiple and direct street routing based on a traditional rectilinear both macro- and micro-level grid patterns of street in the town center, mixed use neighborhood centers, multi-family residential neighborhoods and single-family high density residential neighborhoods.

Objective 7.6:

Limit street widths to the minimum required by the FMC and avoid backing homes on to low traffic volume collector streets.

Objective 7.7:

Minimize the need for soundwalls by locating arterial and collector streets adjacent to open space, public facilities, and commercial uses where feasible.

Policy 7.5:

A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.

Policy 7.6:

Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.

Policy 7.7:

Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.

Policy 7.8:

Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.

TABLE 7.1
ROADWAY CLASSIFICATIONS

CLASSIFICATION	STREET NAME	REFERENCE
Expressway	White Rock Road	Figure 7.7, Section E
Major Arterial		
6 Lanes (Divided)	East Bidwell Street (<i>Highway 50 to Savannah Parkway</i>) Prairie City Road (<i>Highway 50 to Alder Creek Parkway</i>) Empire Ranch Road (<i>Highway 50 to Alder Creek Parkway</i>)	Figure 7.11 - Section I Figure 7.8 - Section F Figure 7.16 - Section M
4 Lanes (Divided)	Alder Creek Parkway (<i>Prairie City Rd. to Westwood Drive</i>) Empire Ranch Road (<i>Alder Creek Parkway to White Rock Road</i>) East Bidwell Street (<i>Savannah Parkway to White Rock Road</i>) Oak Avenue (<i>Highway 50 to White Rock Road</i>) Prairie City Road (<i>Alder Creek Parkway to White Rock Road</i>) Rowberry Drive (<i>Alder Creek Parkway to Highway 50</i>)	Figures 7.2 & 7.3 Sections A & B Figure 7.17 - Section N Figure 7.12 - Section J Figure 7.10 - Section H Figure 7.9 - Section G Figure 7.18 - Section O
Collector		
2 Lanes (Divided)	Alder Creek Parkway (<i>Westwood Drive to SPTC</i>) Alder Creek Parkway (<i>SPTC to Empire Ranch Road</i>) Mangini Parkway (<i>Prairie City Road to Empire Ranch Road</i>) Savannah Parkway (<i>No Transit Corridor</i>) Savannah Parkway (<i>With Transit Corridor</i>) Savannah Parkway (<i>With Transit Corridor</i>) Gateway or Neighborhood Entry Road Westwood Drive (<i>Alder Creek Parkway to Savannah Parkway with Transit Corridor</i>) Westwood Drive (<i>North of 1st Intersection north of Alder Creek Parkway</i>)	Figure 7.4 - Section C1 Figure 7.5 - Section C Figure 7.6 - Section D Figure 7.13 - Section K1 Figure 7.14 - Section K Figure 7.15 - Section L Figure 7.22 - Section U Figure 7.14 - Section K Figure 7.22 - Section U
Minor Collector	Urban Street - Angle Parking Urban Street - Parallel Parking	Figure 7.19 - Section R Figure 7.20 - Section S
Local Street	Local Street - Separated Sidewalk Local Street - Separated Sidewalk (Class II Bike Lanes) Local Street - Separated Sidewalk (Class II Bike Lanes) Local Street - Attached Sidewalk Hillside Local Street - Single Loaded Urban Alley Residential Alley	Figure 7.23 - Section V Figure 7.24 - Section V1 Figure 7.25 - Section V2 Figure 7.26 - Section W Figure 7.28 - Section X Figure 7.21 - Section T Figure 7.27 - Section Y

Policy 7.8A:

Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:

- Alder Creek Parkway from Prairie City Road to East Bidwell Street.
- East Bidwell Street from White Rock Road to U.S. Highway 50.
- Rowberry Road (including the over-crossing of U.S. Highway 50).

The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels

FREEWAYS (U.S. HIGHWAY 50)

U.S. Highway 50, the only remaining United States highway that has not been designated as an interstate freeway, directly abuts the northern boundary of the Plan Area. Currently, the configuration of Highway 50, between Prairie City Road and East Bidwell Street, consists of six travel lanes, three in each direction, with one lane in each direction designated for high occupancy vehicles (HOV) during peak commuting hours. On the uphill eastbound section of Highway 50, between East Bidwell Street and the El Dorado County line, the configuration includes auxiliary lanes for slower moving vehicles and trucks. The 2008 average daily traffic count on the section of Highway 50, west of East Bidwell/East Bidwell Street was 85,000 vehicles.

Two existing and two proposed interchanges will provide access to and from Highway 50 to the Plan Area and the remainder of the city to the north as well. The existing Prairie City Road and East Bidwell Street interchanges currently provide access to Highway 50 from city areas to the north and the configuration and capacity of these interchanges may need to be expanded to accommodate additional traffic generated by development of the Plan Area (refer to the *FPASP Public Facilities Finance Plan*).

The Empire Ranch Road and Oak Avenue interchanges are included in the Folsom General Plan as future improvements. Once constructed, the interchanges will provide valuable new access points to Highway 50 for all Folsom residents. The Empire Ranch Road interchange will create direct access to the eastern Plan Area, the existing Empire Ranch Development to the north, as well as the remainder of the city. The Oak Avenue interchange will offer an additional direct link to the Plan Area from Highway 50 and will ease cross-town traffic in Folsom and provide a faster connection to Highway 50 from Blue Ravine Road and the central city. In addition to their circulation function, the interchanges will serve as gateways to the city and as visual introductions to the Plan Area.

Additional crossings that do not provide direct access to Highway 50 include the current Placerville Road under-crossing that passes beneath Highway 50 via an existing 2-lane underpass and the proposed Rowberry Road overpass. Due to its existing narrow width, the Old Placerville Road underpass may function as either a secondary minor collector that will provide only limited vehicle access to the Plan Area or as an emergency vehicle access road only. The final decision on the preferred use and alternatives into and out-of the Plan Area will be made by the Folsom City Council. The Rowberry Road overpass will be a minor four lane arterial crossing of Highway 50 that will provide additional access to the Plan Area by extending Rowberry Road south from its current terminus at Iron Point Road.

EXPRESSWAYS (CAPITAL SOUTHEAST CONNECTOR)

Expressways allow for moderate to high-speed travel within the city. Expressways carry cross-town traffic from other communities or between neighborhoods within the city. Expressways should be designed to allow for controlled intersections spaced at one-mile intervals or more and only arterial and collector roads shall intersect with an expressway. On July 14, 2015, the Folsom City Council voted in favor of supporting the proposed alignment of the Capital Southeast Connector Project, Segment D3 (*Resolution No.*

9609). The proposed Capital Southeast Connector is the only planned expressway in the Plan Area (refer to *Figure 7.7 – White Rock Road*).

ARTERIALS

According to the Folsom General Plan, arterial streets connect neighborhoods within the city and the city with surrounding communities. Arterial streets normally define the boundaries of neighborhoods and do not provide internal access to a residential neighborhood. A planting strip or other buffer is required adjacent to single family development to ensure that homes do not back directly onto arterial streets. The right-of-way for arterial streets accommodates four lanes of moving traffic, bicycle lanes, sidewalks on each side of the street, planter strips and/or planter medians and at least one right and one left turn lane at major intersections. The FPASP defines two types of arterials: major and minor.

Major Arterials

Major arterials are the chief circulation routes that connect the Plan Area to Highway 50, White Rock Road and the remainder of the city to the north. Major arterials also provide vital alternative east/west circulation routes to Highway 50. Major arterials also function as visual entries to the Plan Area and the city overall. Major arterials are divided six lane streets with planted medians and landscape corridors, bike lanes and sidewalks on either side of the street and at least one right and one left turn lane at major intersections. Major arterials will carry heavy volumes of traffic through the Plan Area; therefore, on-street parking is prohibited, and access to adjacent land uses is limited to minimize cross traffic conflicts. In addition to being vital components of the regional circulation system, major arterials serve as the primary backbone routes for public transit (refer to *Figure 7.29 – Transit Corridor Plan* and the *Transit Master Plan*). Alder Creek Parkway, Prairie City Road, Empire Ranch Road, Rowberry Road and East Bidwell Street are Plan Area major arterials (refer to *Figures 7.1, 7.8, 7.11, and 7.16*).

Minor Arterials

Minor arterials are similar to major arterials but carry less traffic, are limited to four lanes and may, or may not, be divided by a median. Access to adjacent land uses is limited; however, turning lanes are provided for access into neighborhoods and non-residential uses and a median may be provided for turning movements at major intersections (refer to *Figures 7.1, 7.2, 7.3, 7.9, 7.10, 7.12, 7.17 and 7.18*).

COLLECTORS

Collector roads serve to route traffic from local streets within a neighborhood to an arterial road. Collector roads are divided or undivided two-lane streets with a planted median or a paved center turn lane with landscape corridors or natural parkways, Class II bike lanes, and sidewalks on either side of the street. Parking is prohibited on collector streets. Plan Area collector roads include Alder Creek Parkway from Westwood Drive to Empire Ranch Road, Mangini Parkway, and Savannah Parkway (refer to *Figures 7.1, 7.4, 7.5, 7.6, 7.13, 7.14, 7.15 and 7.22*). Public transit routes are provided on some collector streets (refer to *Figure 7.29 – Transit Corridor Plan and the FPASP Transit Master Plan*).

Minor Collectors

Minor Collector streets carry lower volumes of traffic than collectors and their right-of-way widths are therefore narrower. The minor collector street section consists of two undivided travel lanes with attached or separated sidewalks on both sides of the street. Urban minor collectors allow diagonal or parallel parking on both sides of the street (refer to *Figures 7.1, 7.19 and 7.20*).

LOCAL STREETS

Local streets serve a portion of a neighborhood only and route traffic to a collector or minor collector street. Local streets form the internal circulation system for residential neighborhood or commercial centers, have the capacity for light, localized traffic and are not intended to function as thoroughfares. The local street section consists of two undivided travel lanes and attached or separated sidewalks on either side of the street. Cul-de-sac streets are included as an allowed local street in the FPASP subject to the restrictions of the FMC (refer to *Figures 7.23, 7.24, 7.25 and 7.26*).

Hillside Local Streets

The hillside local street is a City of Folsom modified local street where residential development is limited to one side of the street. Hillside local streets are generally located within the eastern portion of the Plan Area; the area east of the Sacramento-Placerville Transportation Corridor to the El Dorado County line. The hillside local street section consists of two travel lanes with an attached sidewalk on the development side of the street only (refer to *Figure 7.28 – Single Loaded Hillside Street*). The use of hillside local streets requires Folsom Fire Department approval during the tentative map approval process.

Private Local Streets

Private local roadways may be developed within residential neighborhoods in the Plan Area. Private roadways may serve as a supplemental to the public roadway system. Residential neighborhoods with private road systems will have a minimum of two points of access and the streets will be constructed to city public street standards. Maintenance of private roadways will be the responsibility of a homeowners association (HOA).

Alleys

Alleys provide vehicular access to rear loaded garages, loading, parking and service areas in the rear of a lot. Alleys are also encouraged in other areas where vehicular access is limited or constrained. Alleys may be publicly or privately owned; when they are publicly owned, they will be maintained by the city; when they are privately owned they will be maintained by a Homeowners Association (HOA) or by the city through the provisions of a road maintenance agreement (refer to *Figure 7.21 – Urban Alley and Figure 7.27 – Residential Alley*).

7.4 TRAFFIC CALMING TECHNIQUES

The use of traffic calming features helps to create a safe and enjoyable residential neighborhoods. Several traffic calming features are proposed for incorporation into the FPASP circulation system including intersection and mid-block bulb-outs, roundabouts and traffic circles, special pavement markings and on-street parking. Traffic calming features are used to alert drivers of decision points, force vehicles to travel at slower speeds and direct certain traffic movements for pedestrian safety. The use of the following traffic calming features is subject to approval by the city during the tentative map approval process. Additional traffic calming techniques included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMPG) may be included as traffic calming features in the Plan Area.



Example of a Mid-Block Bulb-Out

INTERSECTION AND MID-BLOCK BULB-OUTS

Intersection and mid-block bulb-outs may be used along roadways with high pedestrian activity to reduce the amount of time that pedestrians are exposed during roadway crossings. With the use of mid-block bulb-outs, on-street parking near intersections is eliminated to improve visibility. In addition to an increased feeling of safety for pedestrians, bulb-outs also serve as a way to decrease traffic speed, especially when vehicles attempt to turn. This measure should include accent paving and landscaping that does not impair driver sight lines. Parking is restricted along bulb-out areas and curbs shall be painted red to indicate that no parking is allowed.

SPECIAL PAVEMENT MARKINGS AND TEXTURED PAVING

Special pavement markings and textured paving serve as a visual reference for motorists of the likely presence of pedestrians and cyclists in the area. This measure may be used in conjunction with any combination of the other traffic calming measures.



Example of Special Pavement Markings

ROUNDAABOUTS/TRAFFIC CIRCLES

Roundabouts and traffic circles are an alternative form of traffic control that reduce traffic speed and the amount of stopping at intersections while providing neighborhood focal points. The use of traffic circles and roundabouts depends on several factors, such as the amount of traffic projected along a street segment, surrounding land uses, and whether the roundabout or traffic circle is a more efficient intersection control device than a stop sign or signalized intersection. If roundabouts or traffic circles are utilized, they shall be landscaped with drought tolerant low growing shrubs and grasses to provide a clear line of sight for pedestrians and motorists. Crosswalks must be located outside the roundabout or traffic circle to provide a pedestrian refuge island at the median location. Parking shall be prohibited within the roundabout or traffic circle.



Example of a Traffic Circle

7.5 TRUCK MANAGEMENT PLAN

Sacramento County, the City of Folsom, the City of Rancho Cordova, El Dorado County, CalTrans, the Capital Southeast Connector JPA, and the quarries south of the Plan Area worked together on a Truck Management Plan (TMP) to address the issues associated with quarry truck traffic. On December 6, 2011, the Folsom City Council voted to support the Truck Management Plan and to authorize the City Manager to execute the Truck Management Plan Agreement upon adoption of the TMP by the Sacramento County Board of Supervisors. On December 14, 2011, the Quarry Truck Management Plan was approved by the Sacramento County Board of Supervisors (*Resolution No. 2011-0938*). The city may redesign the Plan Area circulation network to accommodate future quarry truck traffic.

7.6 SIGNATURE CORRIDORS

Signature corridors in the Plan Area combine roadway and transportation elements in the FPASP with streetscape elements defined in the Plan Area Community Design Guidelines to create a cohesive vision along the length of a roadway segment, even as the land uses change on a parcel by parcel basis. The FPASP identifies eight signature corridors in the Plan Area, each serving the needs of residents, businesses, and visitors alike. Each corridor is unique and the intent is to give the driver, the pedestrian, the public transit user, and the cyclist a similar experience using tree and shrub plantings, lighting, walls, signs and paving materials.

ALDER CREEK PARKWAY

Alder Creek Parkway is one of the most significant Plan Area signature corridors simply because it contains the majority of the transit corridor, provides access to the regional commercial center, and offers parallel roadway capacity to U.S. Highway 50. The Alder Creek Parkway corridor extends over 3.5 miles from Prairie City Road in the west, to its termination at Empire Ranch Road in the east. Alder Creek Parkway passes through, or along, open space preserves, the town center and regional commercial center, residential neighborhoods, and commercial centers.

Alder Creek Parkway is a minor divided four-lane arterial street for three-quarters of its length from Prairie City Road to Westwood Drive where it changes to a two-lane collector street for the remainder of its course in the eastern uplands. The corridor consists of four distinct design types: the open space arterial section, the urban arterial section, the urban collector section and the hillside collector section. A consistent feature of the first two sections is the 38-foot wide transit corridor that begins at the intersection of Prairie City Road and Alder Creek Parkway and continues east until it reaches Westwood Drive where it turns south toward Savannah Parkway. Initially, the transit corridor will consist of a 38-foot wide landscape median; however, as the Plan Area develops, the median width will be reduced to 16-feet and two additional travel lanes will be added to the street section to provide for dedicated transit service along the corridor (refer to *Section 7.10 – Public Transit* and the *FPASP Transit Master Plan* for additional details).

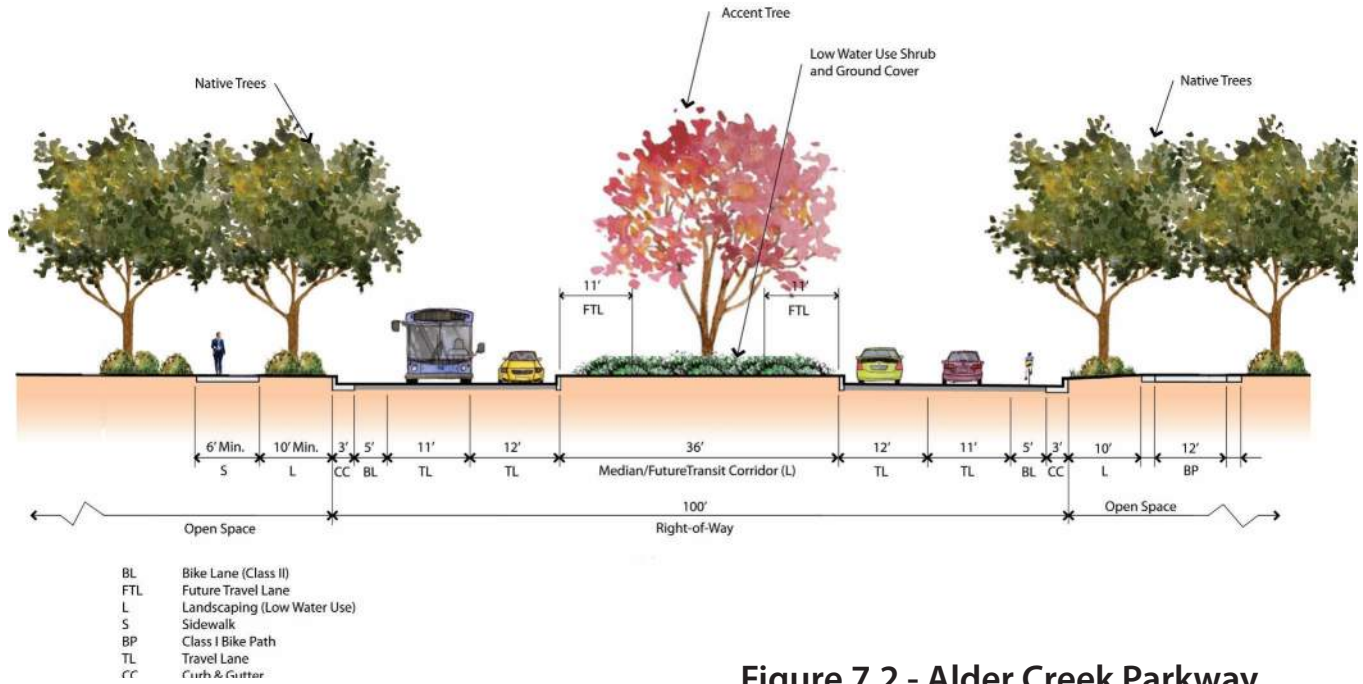
As illustrated in *Figure 7.2 – Alder Creek Parkway*, the arterial open space section of Alder Creek Parkway consists of four travel lanes, two in each direction, divided by a 38-foot median with left turn lanes and 5-foot wide class II bicycle lanes on both sides of the road. A 6-foot wide meandering sidewalk will be constructed on the south side of the street, in the open space preserve, and a Class I bike path will be constructed in the open space area on the north side of the street. No sidewalk will be provided on the north side of Alder Creek Parkway from Rowberry Road to Prairie City Road.

The urban arterial section, illustrated in *Figure 7.3 – Alder Creek Parkway*, will consist of the same road section as the open space section except that the adjacent open space preserves and natural parkways will transform into 18 and 30-foot wide landscape corridors¹. Additionally, the sidewalk width in the urban section will increase to 8-feet and be separated from the street by street trees located in 10-foot wide planting strips.

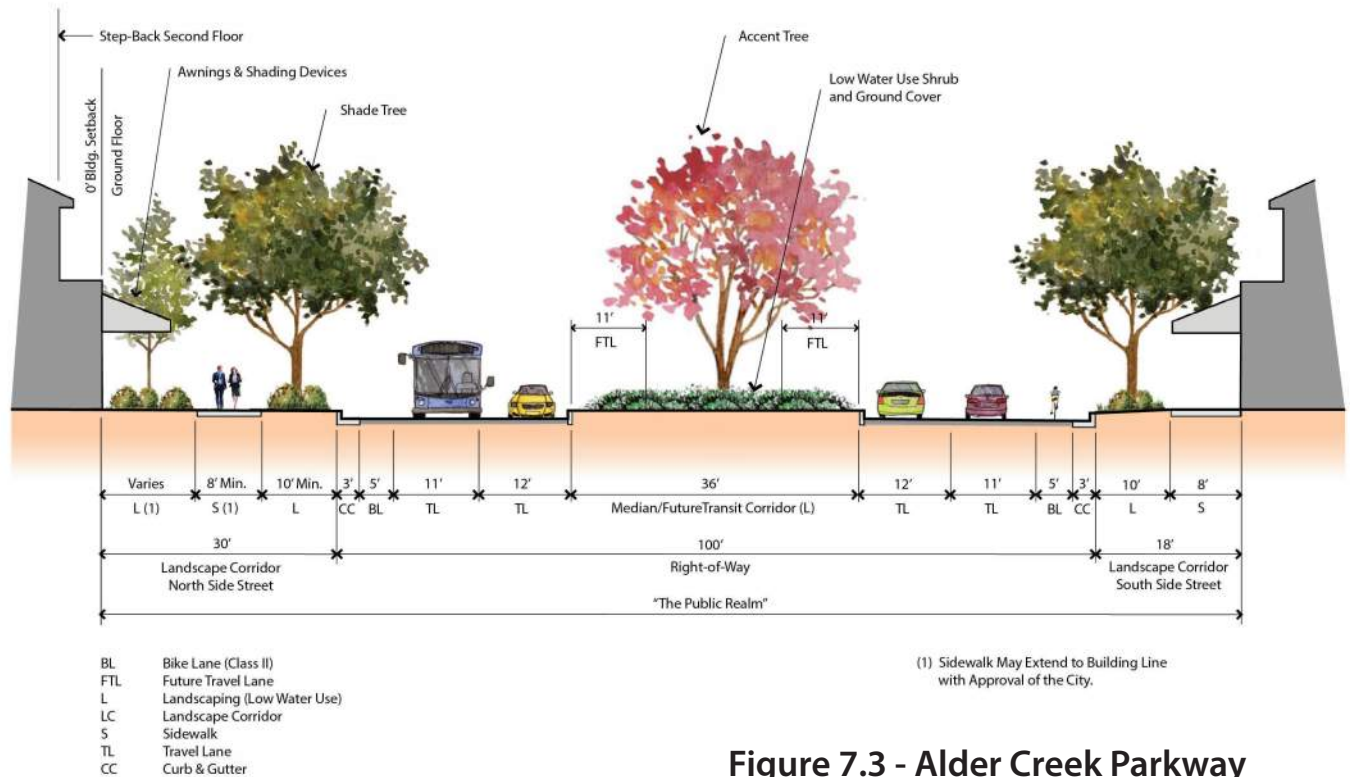
The urban collector section, illustrated in *Figure 7.4 – Alder Creek Parkway*, is a two-lane collector street divided by a 16-foot wide planted median with 5-foot wide Class II bicycle lanes on each side of the road. Six-foot-wide sidewalks will be constructed on both sides of the street in 18-foot Landscape corridors.

As illustrated in *Figure 7.5 – Alder Creek Parkway*, the hillside collector section is a two-lane collector street divided by a 16-foot wide planted median with 5-foot wide class II bicycle lanes on each side of the road. A 6-foot wide meandering sidewalk will be constructed on the north side of the street in either the open space preserve or in a 30-foot wide landscape corridor along development frontages. A 12-foot wide class I bike path will be constructed along the south side of the Alder Creek Parkway in either the open

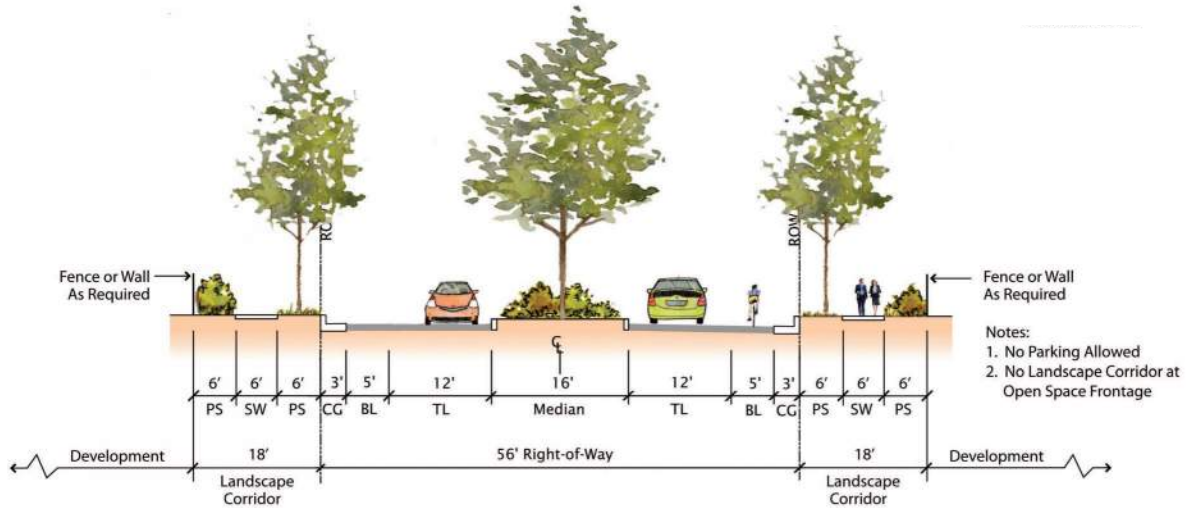
¹ Landscape corridors vary in width, contain sidewalks, landscaping, walls, signs, lighting and other landscape elements and are not part of open space.



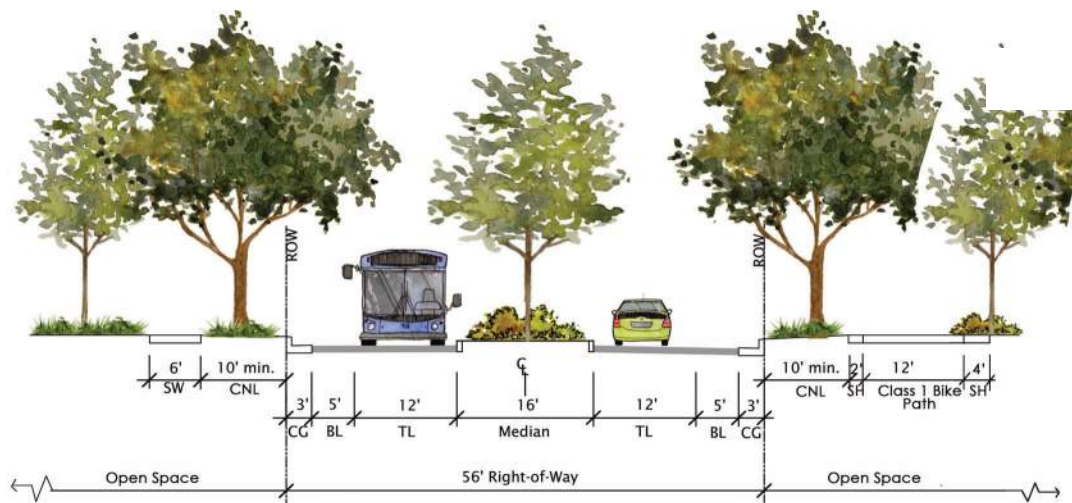
**Figure 7.2 - Alder Creek Parkway
(Section A - 4 Lane Open Space Arterial)**



**Figure 7.3 - Alder Creek Parkway
(Section B - 4 Lane Urban Arterial)**



**Figure 7.4 - Alder Creek Parkway
(Section C1 - 2 Lane Urban Collector)**



**Figure 7.5 - Alder Creek Parkway
(Section C - 2 Lane Open Space Collector)**

space preserve or a 30-foot wide landscaped corridor along development frontages. The Class I bike paths may be elevated above or depressed below the adjacent street gradient.

The landscape theme for the open space and hillside sections of the Alder Creek Parkway corridor is consistent and unifying and features California native plantings arranged in informal groupings that emphasize the natural park-like setting of these two sections of the corridor. The urban section of the corridor will feature more formal non-native street tree plantings in the median and landscape corridors. Although formally planted, the urban section palette will feature drought tolerant trees, shrubs and ground covers and minimize lawn areas.

MANGINI PARKWAY

Mangini Parkway, a continuous east/west Plan Area collector street, is a prime example of what defines a complete street: a balanced multi-modal street that meets the needs of all users of roads including motorists, pedestrians, cyclists, children, persons with disabilities, seniors, and users of public transportation. The Mangini Parkway corridor traverses the Plan Area on an East-West course from Prairie City Road in the west to Empire Ranch Road in the eastern uplands of the Plan Area. In addition to routing traffic from the various residential neighborhoods to the major north/south arterials streets, Mangini Parkway also functions as an open space linkage and pedestrian corridor and a local bus transit route.

Mangini Parkway passes through and unites a number of land uses in the Plan Area, including single family and multi-family residential neighborhoods, schools and parks, commercial centers, and open space. A unique feature of this two lane divided collector is the twin 30-foot wide natural parkways that border each side of the road and provide a unifying natural open space connection and pedestrian trail between the various residential neighborhoods and Plan Area open space.

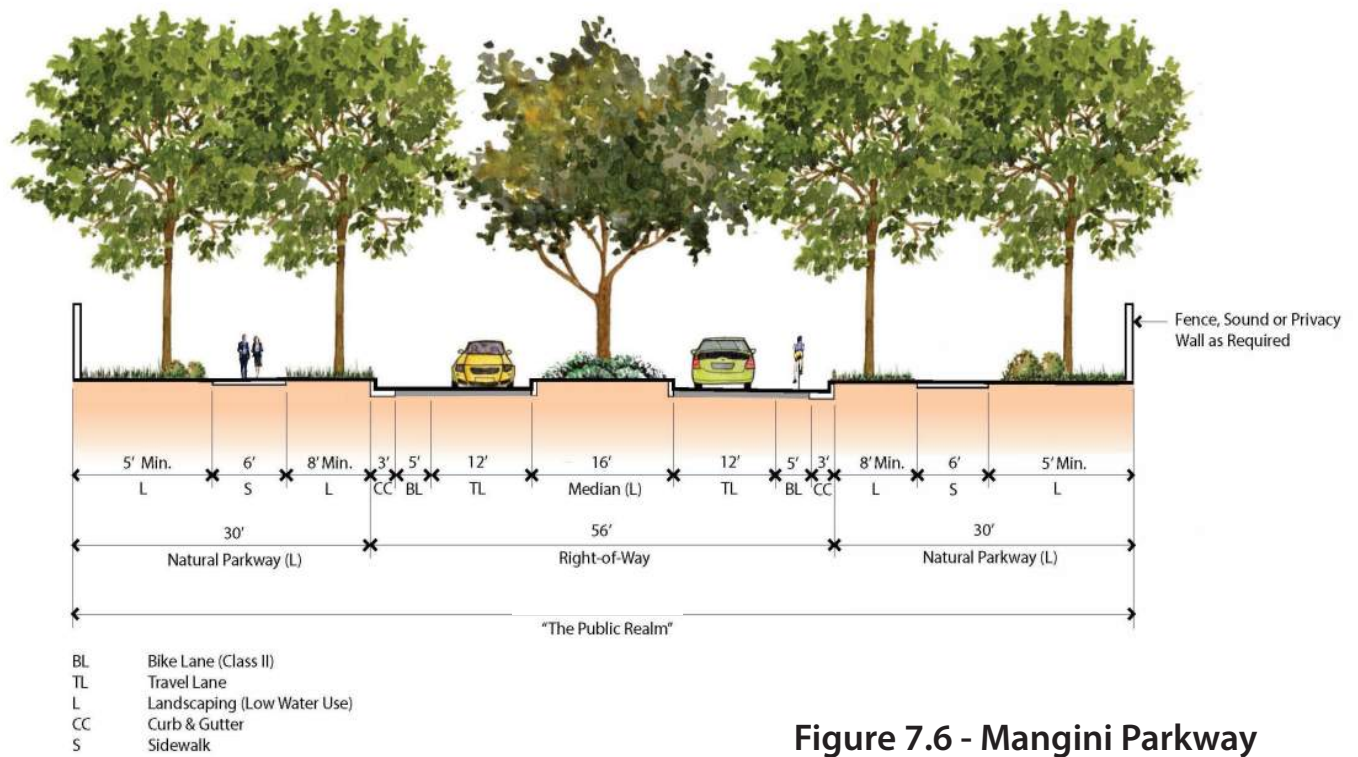
The Mangini Parkway road sections consists of two lanes, one in each direction, with a 16-foot wide center median and turn lane, 5-foot wide Class II bicycle lanes, and 6-foot wide meandering sidewalks on both sides of the street. The center median and the 30-foot wide natural parkways will be planted with California native landscaping enhanced with natural rock outcrops, neighborhood entry signs, and landscape and street lighting (refer to *Figure 7.6 – Mangini Parkway*).

WHITE ROCK ROAD (CAPITAL SOUTHEAST CONNECTOR)

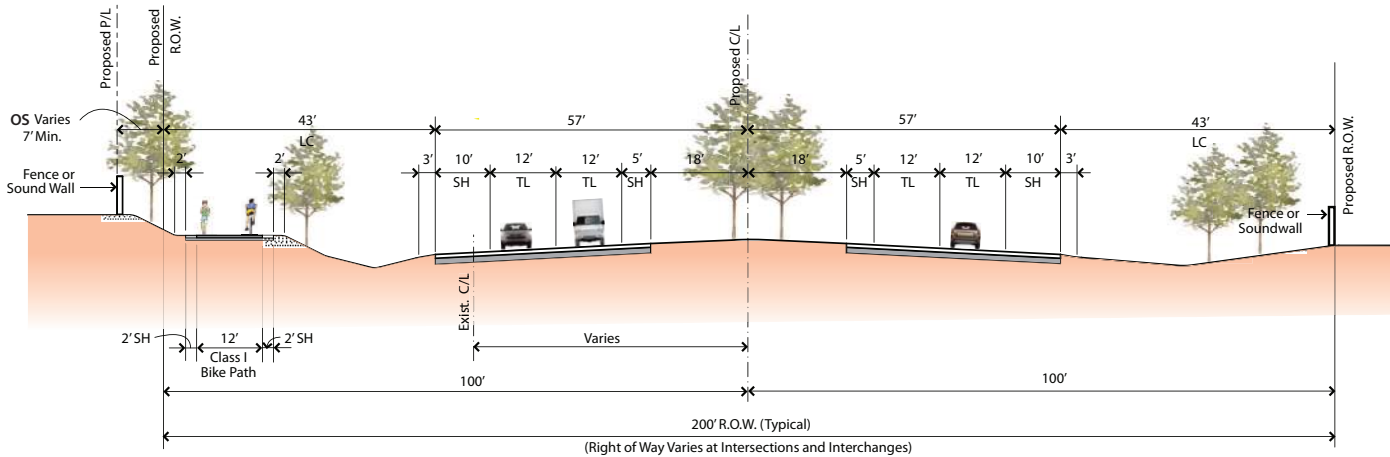
Currently, White Rock Road is a rural two lane collector that serves as a major east/west commuter route for residents of the unincorporated portions Sacramento County and the communities of El Dorado Hills, Folsom, Rancho Cordova and Elk Grove.

In December 2006, the Cities of Elk Grove, Folsom and Rancho Cordova, as well as El Dorado County and the County of Sacramento formed a Joint Powers Authority (JPA) to proceed with planning, environmental review, and engineering design and development of the Capital Southeast Connector. The Connector is a proposed 35-mile roadway spanning from Interstate 5, south of Elk Grove, to the Silva Valley/Highway 50 interchange in El Dorado Hills. The Connector will link communities in El Dorado and Sacramento Counties and the cities of Folsom, Rancho Cordova and Elk Grove, alleviating traffic congestion on Highway 50, Interstate 5, and State Route 99. The connector is being planned to reduce the distance traveled and save time during rush hour, thus enabling drivers to use a more direct route for faster, safer travel. The major goals of the connector project include:

- *Improve access to, and connections between, residential and employment areas within and outside of the Connector Project corridor;*
- *Relieve demand on local streets and roads and regional freeway facilities including U.S. Highway 50, State Route-99 and Interstate 5;*
- *Enhance regional mobility and preserve the livability of communities;*
- *Provide efficient and safe facilities for automobile, transit, bicycle and pedestrian options for multi-modal travel.*



**Figure 7.6 - Mangini Parkway
(Section D - 2 Lane Collector)**



**Figure 7.7 - White Rock Road
(Future Capital SouthEast Connector)
(Section E - 4 Lane Expressway)**

The Connector will link residential areas and employment centers along the corridor, including the Plan Area, serving both local and regional travel needs. The Connector will significantly reduce the excessive volumes of traffic that currently overburden existing two lane roadways (White Rock Road and Grant Line Road) that were never intended to serve as significant commuter routes.

The Connector will consist of four to six travel lanes, limited access points and shall be consistent with the most current JPA approved “Capital SouthEast Connector JPA Project Design Guidelines.”. The Connector will provide options for a variety of transportation modes throughout the corridor supporting the principles of the Blueprint Project.

Within the Plan Area, access to the Connector will be limited to signalized intersections with Plan Area arterial streets at Empire Ranch Road, East Bidwell Street, Oak Avenue and Prairie City Road with a right-in and right-out access at Savannah Parkway. In the future, signalized intersections will be replaced by interchanges at Empire Ranch Road, East Bidwell Street, and Prairie City Road, as needed based on operational and safety considerations. Several secondary right-in and right-out access points along the Connector may be allowed by the JPA.

Development along the southern edge of the Plan Area will be buffered from the connector by a landscape corridor of varying width (minimum of 50-feet) that will create a significant natural landscape edge for the City. A 12-foot wide meandering Class I bike path located within the corridor will connect with other Plan Area Class I bike paths for additional pedestrian and bicycle connectivity. The landscape corridor will be planted with low water use California native trees, shrubs, and ground cover arranged in informal groupings along the entire length of the corridor (refer to *Figure 7.7 – White Rock Road*).

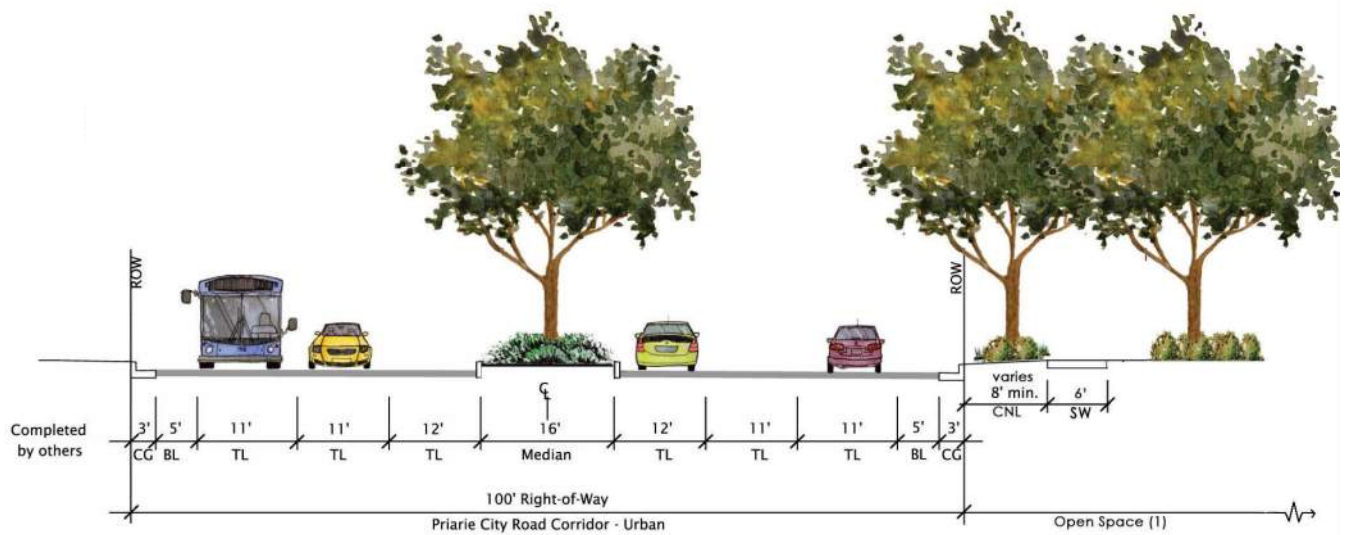
On July 14, 2015, the Folsom City Council voted in favor of supporting the proposed alignment of the Capital SouthEast Connector Project, Segment D3 (*Resolution No. 9609*).

PRAIRIE CITY ROAD

Prairie City Road, and its associated Highway 50 interchange, is one of the four principal entry points to the Plan Area and the remainder of the City to the north of Highway 50. As a major and minor divided 4 and 6-lane arterial, Prairie City Road will connect Plan Area neighborhoods with other city neighborhoods and uses to the north, including Intel, Micron, California ISO headquarters and Folsom High School, and provide a direct connection to White Rock Road at the southern boundary of the Plan Area. Prairie City Road will facilitate cross town traffic between White Rock Road, Highway 50, Iron Point Road, and Blue Ravine Road and ease traffic congestion in other areas of the city. As illustrated in *Figures 7.8 & 7.9 – Prairie City Road*, this road consists of two design sections.

The northern section of Prairie City Road, north of Alder Creek Parkway to Highway 50, is a divided 6-lane arterial with three travel lanes in each direction separated by a 16-foot planted median and turn lane and 5-foot wide class II bike lanes and 6-foot wide meandering sidewalks on both sides of the street located in either natural parkways or open space. This section of Prairie City Road passes through extensive oak woodlands and offers views of Alder Creek. The road design will reflect the natural park-like condition with incorporation of special design features such as the possible elimination of curb and gutter along the open space frontages as well as the planting of California native landscaping in the roadway median and along the road edges. Entry features, signs and lighting will be incorporated with the road design.

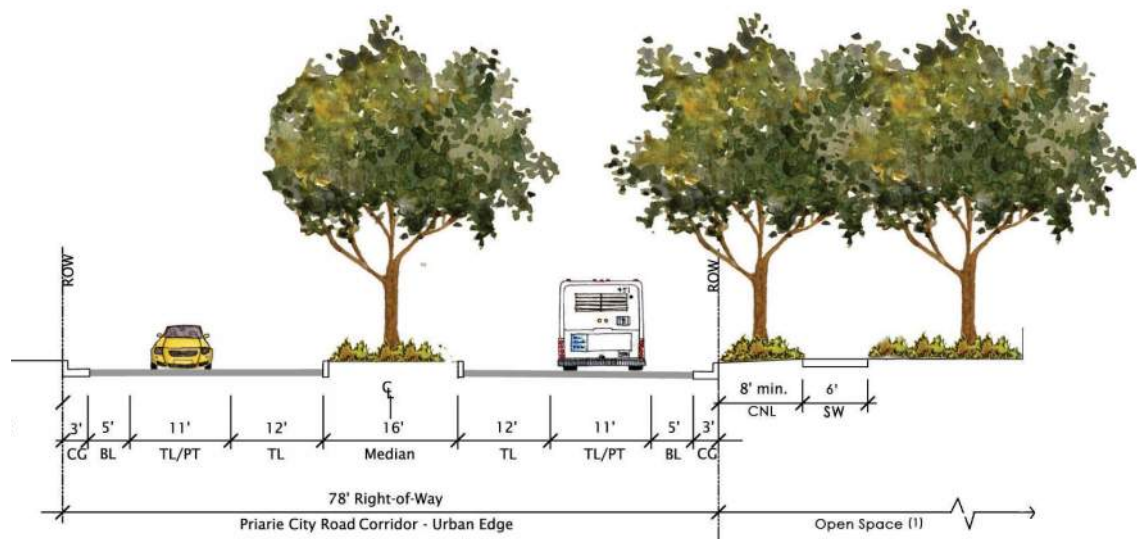
The southern section of Prairie City Road, from Alder Creek Parkway south to White Rock Road, is a divided 4-lane arterial, 2 lanes in each direction, with a 16-foot wide planted median and turn lane separating the travel lanes. Class II bike lanes and 6-foot wide meandering sidewalks on each side of the street completed the road section. Where open space frontages abuts the eastern side of the road, the sidewalk will be incorporated in open space; where development frontage abuts the road, the meandering sidewalk will be incorporated in a 30-foot wide natural parkway planted with California native landscaping.



Note:

1. 6' Sidewalk in 30' Natural Parkway Along all Development Frontages Except for Section Between White Rock Road and First Collector Street North of Community Park West.

**Figure 7.8 - Prairie City Road
(Section F - 6 Lane Major Arterial)**



Note:

1. 6' Sidewalk in 30' Natural Parkway Along all Development Frontages Except for Section Between White Rock Road and First Collector Street North of Community Park West.

**Figure 7.9 - Prairie City Road
(Section G - 4 Lane Minor Arterial)**

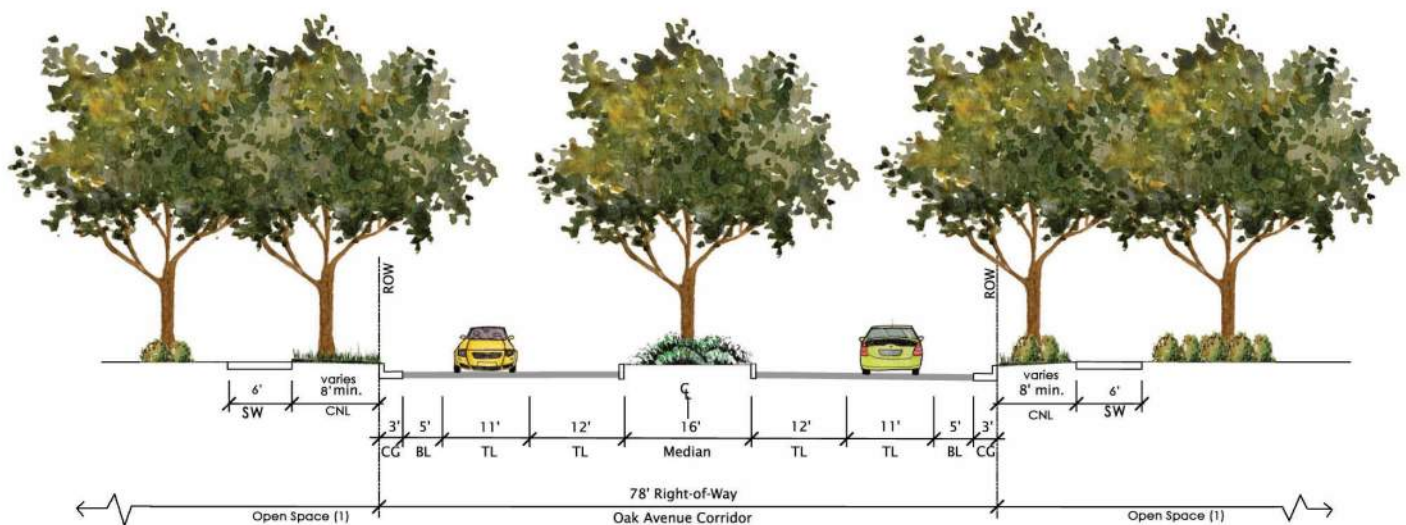
Key gateways to the Plan Area, at Alder Creek Parkway and Mangini Parkway, will be highlighted with entry features such as monuments, walls, signs, lighting and drought tolerant ornamental plantings to announce entry to the city.

OAK AVENUE

With completion of the proposed Oak Avenue/Highway 50 interchange, Oak Avenue will become one of the four major entry points to the Plan Area and the remainder of the city to the north of Highway 50. As a minor divided 4-lane arterial, Oak Avenue will connect Plan Area neighborhoods with other city neighborhoods to the north and provide a direct connection to White Rock Road at the southern boundary of the Plan Area. This connection will facilitate cross town traffic between White Rock Road, Highway 50, Iron Point Road, East Bidwell Street and Blue Ravine Road and ease traffic congestion in other areas of the City. As illustrated in *Figure 7.10 – Oak Avenue*, this road section will consist of four travel lanes, two in each direction, separated by a 16-foot wide planted median and turn lane and 5-foot wide class II bike lanes and 6-foot wide meandering sidewalks on each side of the street.

The northern half of the Oak Avenue corridor passes through extensive oak woodlands and open space preserves and the road design will reflect this natural park-like condition with the incorporation of special design features such as the possible elimination of curb and gutters and the planting of California native landscaping in the roadway median and along its edges.

The southern section of Oak Avenue passes through single family residential neighborhoods. In order to extend the natural park-like atmosphere of the northern section, 30-foot wide natural parkways, with California native landscaping and meandering 6-foot wide sidewalks, will be provided along both sides of the road. Sound walls may also be included in this section of the road in order to buffer truck and auto noise from adjacent single-family residential neighborhoods.



Note:
1. 6' Sidewalk in 30' Natural Parkway
Along all Development Frontages.

Figure 7.10 - Oak Avenue
(Section H - 4 Lane Minor Arterial)

EAST BIDWELL STREET

The East Bidwell Street/Highway 50 interchange is the most significant entry point to the commercial core of the city north of Highway 50 and to the proposed Plan Area regional commercial center. The expansion of East Bidwell Street south of Highway 50, from a two-lane rural road to a major six-lane divided arterial street, will extend the East Bidwell Street commercial corridor into the heart of the Plan Area and will integrate the proposed regional and general commercial uses in the Plan Area with the existing commercial centers north of Highway 50. Additionally, the East Bidwell Street corridor will provide direct access to White Rock Road at the southern boundary of the Plan Area.

East Bidwell Street consists of two distinct sections: the first section, illustrated in *Figure 7.11 – East Bidwell Street*, is the divided six lane configuration that starts at Highway 50 and continues south to Savannah Parkway. This road section features three travel lanes in each direction separated by a 16-foot wide landscape median and turn lane. Class II bike lanes, 20-foot wide landscape corridors with 6-foot wide sidewalks are included on both sides of the street. This road section abuts regional and general commercial frontages on both sides of the street for the entire length of the section.

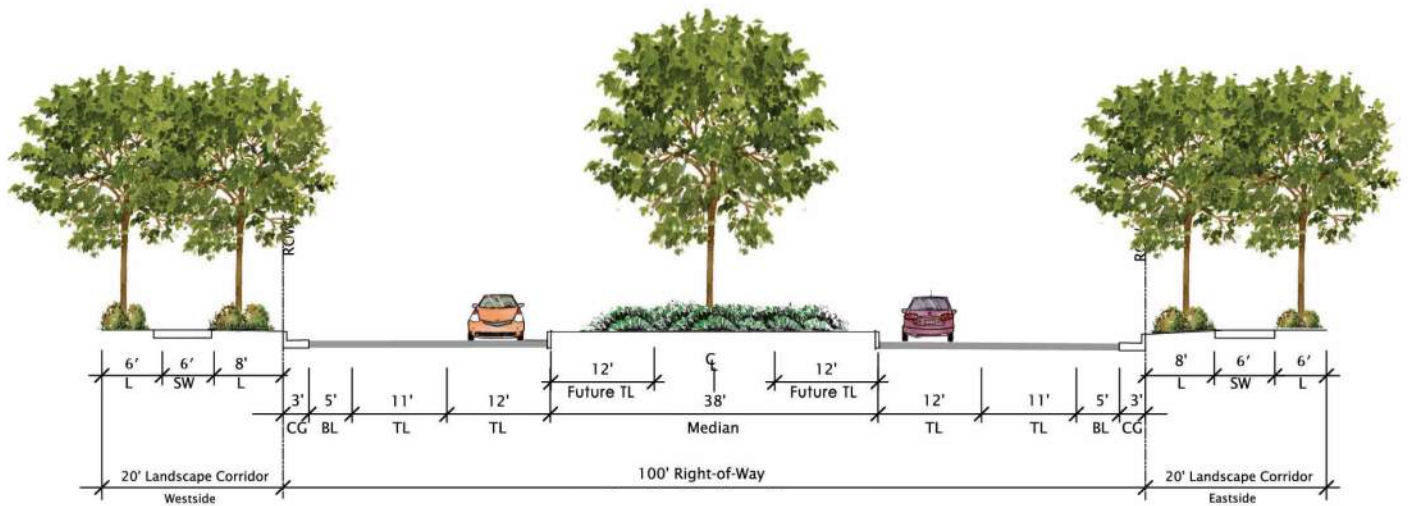
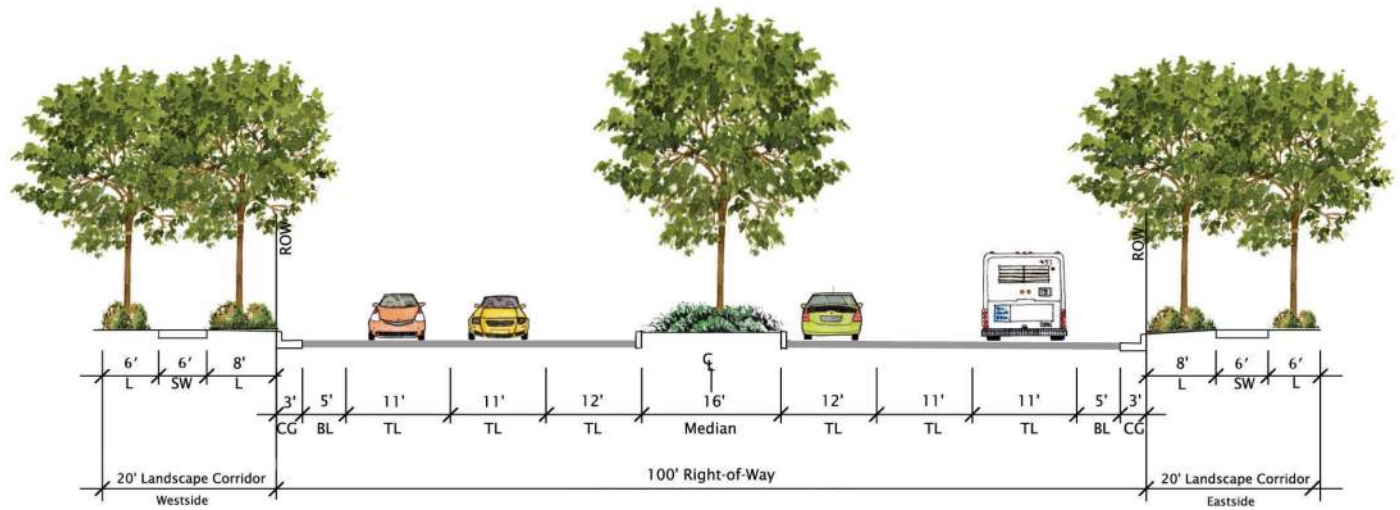
The second section of East Bidwell Street, illustrated in *Figure 7.12 – East Bidwell Street*, is a divided four lane configuration that starts at Savannah Parkway and continues south to its terminus at White Rock Road. This road section features a divided four lane configuration with two travel lanes in each direction separated by a 38-foot median and turn lanes. Class II bike lanes, 20-foot wide landscape corridors with 6-foot wide sidewalks are included on both sides of the street. The enlarged median allows for the future widening of East Bidwell Street to six lanes if future development and traffic volumes warrant the increase. This road section abuts multi-family residential uses on both sides of the street with a small section of community commercial frontage immediately south of Mangini Parkway on the east side of the street. Sound walls may be required at the multi-family residential frontages to buffer truck and auto noise.

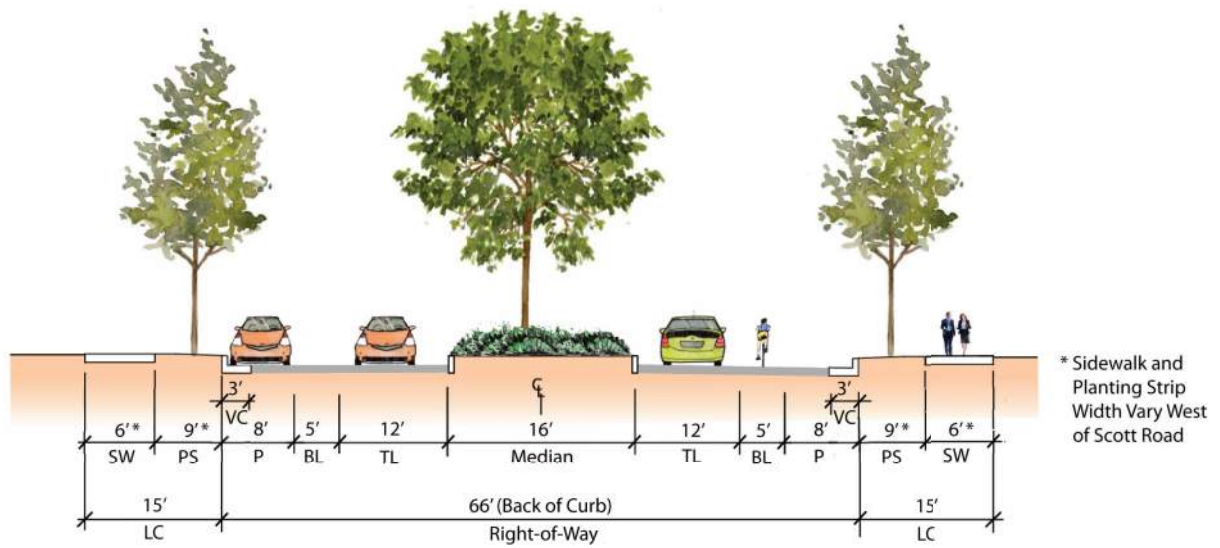
Intersection design is crucial to the success of all roads, but particularly arterial streets, where the width of a four or six lane road can create conflicts for pedestrians and cyclists. Road capacity increases for cars can make pedestrian crossings much more difficult. Consistent with “Complete Streets” policies, the design of East Bidwell Street intersections will include the needs of pedestrians and cyclists by installing pedestrian countdown signals and pedestrian refuge islands. Moreover, the East Bidwell Street street sections will allow for bus travel in mixed-flow traffic lanes. Bus shelters and other transit improvements along East Bidwell Street are also recommended as discussed in *Section 7.10 – Public Transit* and the *Transit Master Plan*.

SAVANNAH PARKWAY

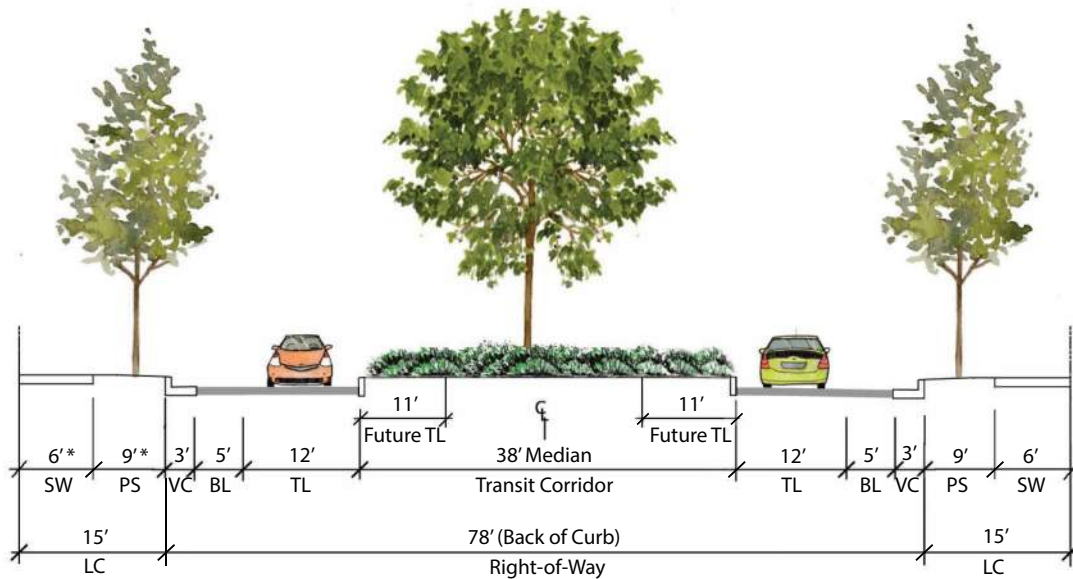
Savannah Parkway is a collector corridor that runs from the western edge of the town center to White Rock Road. The Savannah Parkway corridor visually and physically connects the town center to the neighborhood center, community park east, and various residential neighborhoods. As illustrated in *Figure 7.13 – Savannah Parkway*, the portion of the parkway west of Westwood Drive is a divided 2-lane urban roadway with a 16-foot wide planted median and turn lane and 5-foot wide class II bike lanes, parking and 6-foot wide sidewalks and planting strips on both sides of the street.

As illustrated in *Figure 7.14 – Savannah Parkway*, the eastern section of the parkway, from Westwood Drive to the Sacramento-Placerville Transportation Corridor, is a vital segment of the Plan Area transit corridor. Initially, this portion of Savannah Parkway will be configured as a 2-lane collector with a 38-foot wide planted median. This configuration will allow for mixed flow local bus service. As transit ridership increases, with the build-out of the Plan Area, the median will be reduced in size and two additional travel lanes will be added to the road section to accommodate express bus or bus rapid transit service in either mixed flow or dedicated bus lanes. Refer to *Section 7.10 – Public Transit* and the *Transit Master Plan* for additional information on the Plan Area transit plan. On-street parking will be prohibited on this section of Savannah Parkway.





**Figure 7.13 - Savannah Parkway
(Section K1 - 2 Lane Urban Collector)**



**Figure 7.14 - Savannah Parkway & Westwood Drive
(Section K - 2 Lane Collector with Transit Corridor)**

As illustrated in *Figure 7.15 – Savannah Parkway*, this section of the parkway will initially be constructed as a divided 2-lane collector (one lane in each direction) with a 38-foot wide planted median and turn lane, and class II bike lanes, planting strips and a 6-foot sidewalk on the west side of the street. The eastern planting strip and Class I bike path will be located on the SPTC right-of-way. The street section will allow for local bus service in mixed flow lanes and on-street parking will be prohibited. As transit ridership increases, the median will be reduced in width and two additional travel lanes will be added to the road section to accommodate express bus or bus rapid transit in either mixed flow or dedicated bus lanes. Refer to *Section 7.10 – Public Transit* and the *Transit Master Plan* for additional information on the Plan Area transit plan.

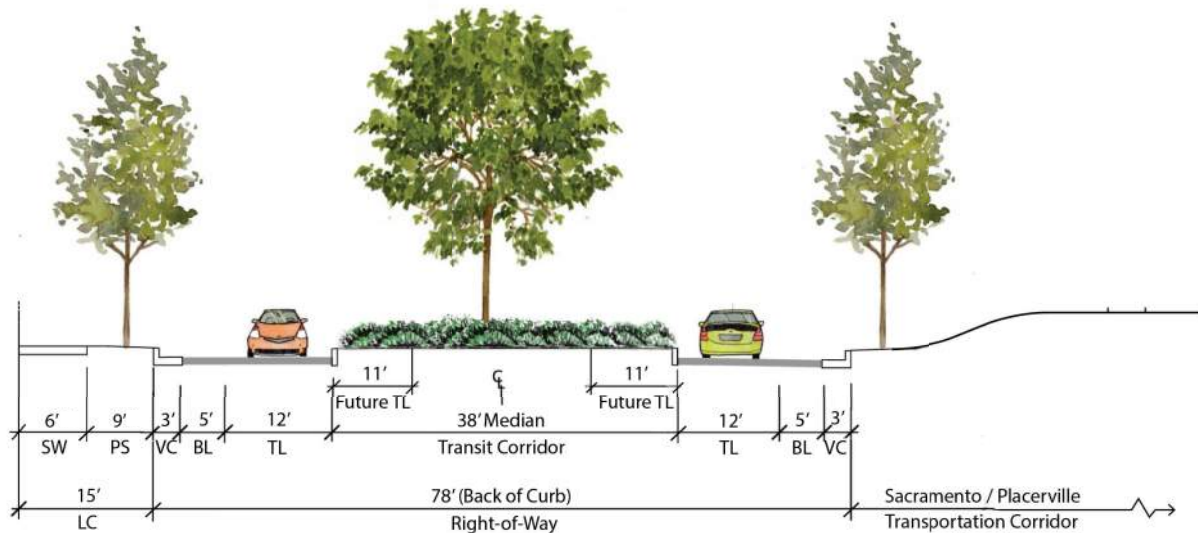


Figure 7.15 - Savannah Parkway
(Section L - 2 Lane Urban Collector with Transit Corridor)

EMPIRE RANCH ROAD

Empire Ranch Road is a major and a minor arterial that provides direct access to Highway 50 at the proposed Empire Ranch Road interchange. Empire Ranch Road links the Plan Area to the City north of Highway 50 and provides a direct link to White Rock Road at the southern edge of the Plan Area.

Empire Ranch Road consists of two distinct sections: the first section, illustrated in *Figure 7.16 – Empire Ranch Road*, is a divided six lane configuration that starts at Highway 50 and ends at Alder Creek Parkway. This section features three travel lanes in each direction separated by a 16-foot wide landscaped median and turning lane. Class II bike lanes, 20-foot wide landscape corridors with 6-foot wide meandering sidewalks are included on both sides of the street. Commercial development abuts the east side of this section of the Empire Ranch Road Corridor. The second section of Empire Ranch Road, illustrated in *Figure 7.17 – Empire Ranch Road* is the divided four-lane configuration that starts at Alder Creek Parkway and ends at White Rock Road. This section features two travel lanes in each direction separated by a 16-foot wide landscaped median and turning lane. Class II bike lanes are included on both sides of the street. The western side of this road section includes a 20-foot wide landscape corridor with a 6-foot meandering sidewalk along residential, elementary school and neighborhood park frontages. A sound wall may also be included along the residential frontage of this road section. The eastern side of this section of Empire Ranch Road abuts natural open space that includes a 6-foot wide meandering sidewalk in a natural setting featuring California native landscaping.

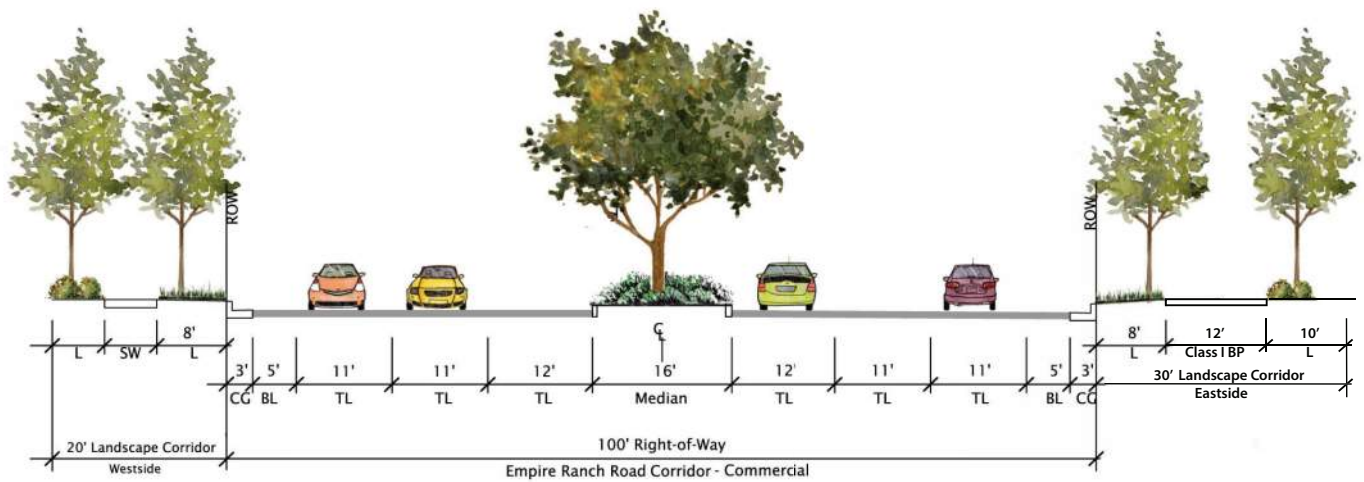


Figure 7.16 - Empire Ranch Road
(Section M - 6 Lane Major Arterial)

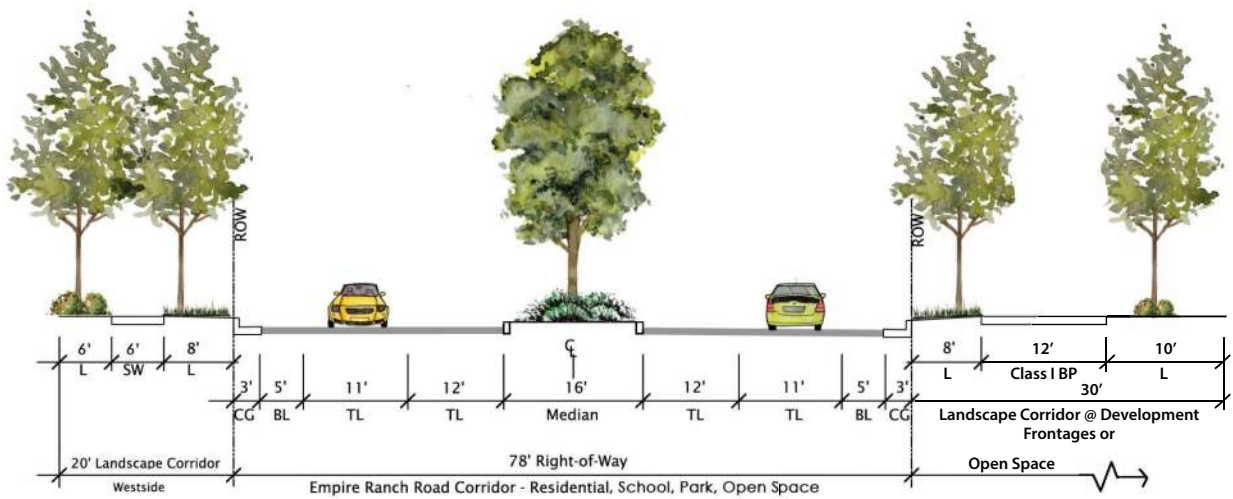
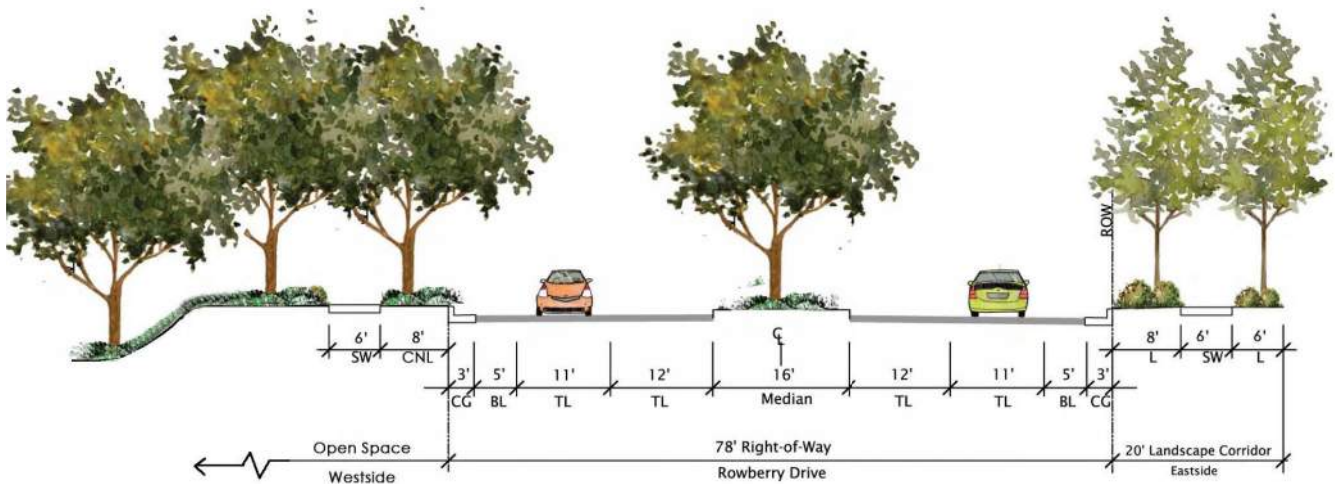


Figure 7.17 - Empire Ranch Road
(Section N - 4 Lane Minor Arterial)

7.7 ADDITIONAL SIGNIFICANT ROADWAYS

ROWBERRY ROAD

Rowberry Road is a proposed 4-lane divided arterial that crosses over Highway 50 to facilitate auto, bicycle, and pedestrian access between the Plan Area and other parts of the city north of the highway. Rowberry Road provides no direct access to Highway 50. The road section is a designated minor arterial and includes two travel lanes and class II bike lanes in each direction, a center median and turn lane, and a 20-foot wide landscape corridor with a 6-foot wide sidewalk on the east side of the street and a 6-foot wide sidewalk located in designated open space on the west side of the street (refer to *Figure 7.18 – Rowberry Road*). The intersection of Rowberry Road and Alder Creek Parkway, south of Highway 50, will be a three-way intersection and access to the residential neighborhood south of Alder Creek Parkway shall be offset from the three-way intersection by at least 250-feet (centerline to centerline).



**Figure 7.18 - Rowberry Road
(Section O - 4 Lane Minor Arterial)**

WESTWOOD DRIVE

For several hundred feet north of its intersection with Alder Creek Parkway, Westwood Drive is a minor arterial with two travel lanes in each direction, a 16-foot wide planted median/turn lane, and Class II bike lanes in each direction. At the first entry to the adjacent general commercial parcel (*Parcel 85A*), the road transitions from a minor arterial to a two lane collector street with a 12-foot wide median or turn lane, and Class II bike lanes on each side of the street (refer to *Figure 7.22 – Collector Street*). Farther to the north, the road section transitions again to one travel lane in each direction, no median, and Class II bike lanes on each side of the street as it approaches the Sacramento-Placerville Transportation Corridor (refer to *Figure 7.24 – Local Street*). Westwood Drive requires an at-grade crossing of the SPTC. All required safety features will be incorporated into the crossing design.

As illustrated in *Figure 7.14 – Savannah Parkway & Westwood Drive*, this street, south of Alder Creek Parkway is a divided collector street that runs from Alder Creek Parkway south to Savannah Parkway. This section of the Westwood Drive is another vital segment of the Plan Area transit corridor. Initially, this road will be constructed as a divided 2-lane collector (one lane in each direction) with a 38-foot wide planted median and turn lane, class II bike lanes, and 15-foot wide landscape corridors on both sides of the street. This configuration will allow for local bus service in mixed flow lanes and on-street parking will be prohibited. As transit ridership increases, with the buildout of the Plan Area, the median will be reduced in width and two additional travel lanes will be added to the road section to accommodate express bus or bus rapid transit service in either mixed flow or dedicated bus lanes. Refer to *Section 7.10 – Public Transit* and the *Transit Master Plan* for additional information on the Plan Area transit plan.

7.8 URBAN STREETS (MINOR COLLECTORS)

The town center and the regional commercial center are envisioned as energetic, mixed-use developments that are designed to include residential, retail and office commercial and public uses in a compact, walkable setting. To enhance the walking experience, urban-style streets, with wide sidewalks to allow for outdoor dining, window browsing, strolling and sitting, are proposed along both sides of the street. Convenient access to regional and local public transit will also be provided in the town center and mixed use center. In addition to the town center and the regional commercial center, urban streets are also allowed in commercial, industrial/office park, multi-family and high density single family residential and public land uses. Other enhancements to these streets may include street lighting, street trees, planters, fountains, public art, signing and short and long term bicycle parking. Traffic calming features such as mid-block bulb-outs, reduced intersection radii and enhanced paving will also be included in the street designs. Three distinct urban street sections are proposed to help meet the needs of business owners and to enhance the experience of residents and visitors.

ANGLE PARKING STREET SECTION

The angle parking street section is an alternative urban street allowed in mixed use, commercial, industrial/office park, multi-family residential and public land uses. These streets will incorporate 45 degree angle parking with 15-foot wide sidewalks on both sides of the street and include 6' x 6' cut-outs for street tree plantings and ornamental tree grates (refer to *Figure 7.19 – Urban Street*). As shown in *Figure 7.32 – Bikeway Plan, Class III* bicycle routes are delineated on some angle parking streets.



Example of Angle Parking in a Town Center

PARALLEL PARKING STREET SECTION

The parallel parking street section is another urban street allowed in mixed use, commercial, industrial/office park, multi-family, single family high density residential and public land uses. The street section consists of two undivided travel lanes with parking provided on each side of the street. 15-foot wide sidewalks with 6' x 6' cut-outs for street tree plantings and ornament tree grates are provided on each side of the street (refer to *Figure 7.20 – Urban Street*). As shown in *Figure 7.32 – Bikeway Plan, Class III* bicycle routes are delineated on some parallel parking streets.



Example of Parallel Parking in a Town Center

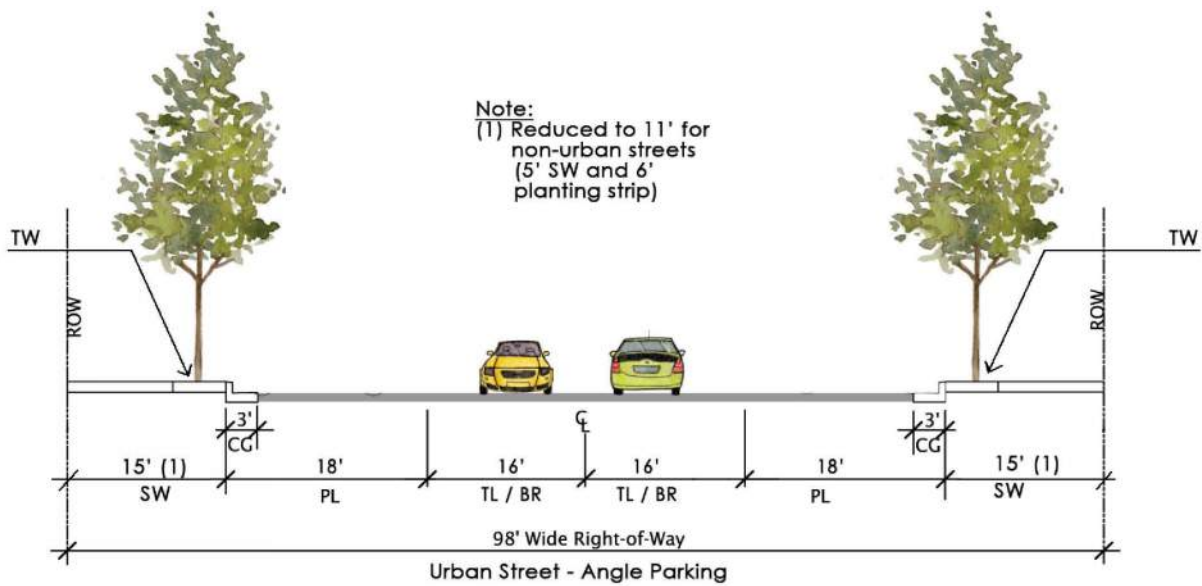


Figure 7.19 - Urban Street
(Section R - Angle Parking)

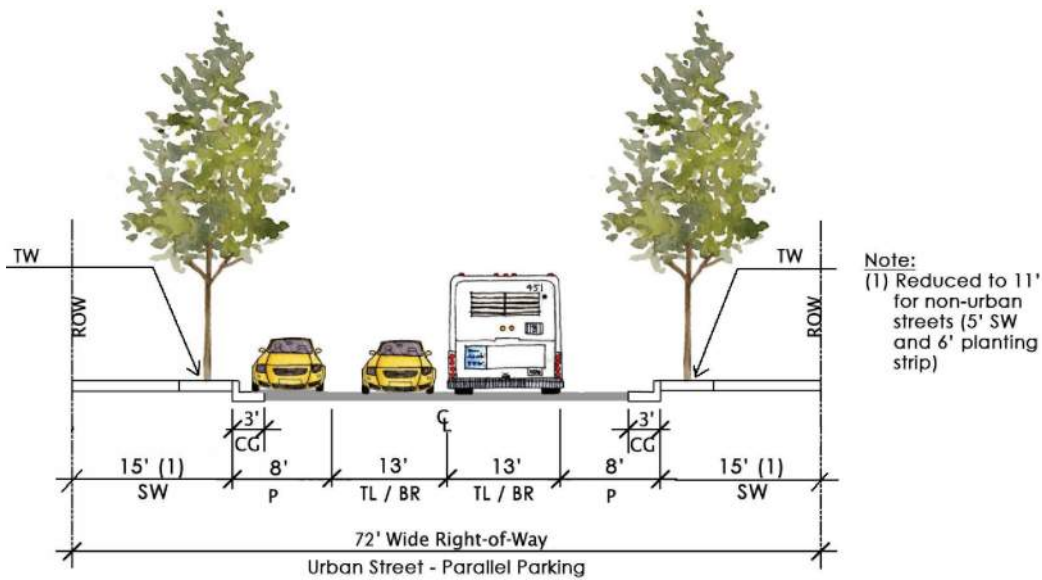


Figure 7.20 - Urban Street
(Section S - Parallel Parking)

URBAN ALLEYS

Urban alleys provide emergency and service vehicle access to mixed use, commercial and industrial/office park loading areas. If urban alleys are provided, they shall be continuous through a block with no dead-ends allowed. The urban alley street section consists of a 20-foot paved travel lane (refer to *Figure 7.21 – Urban Alley*).

7.9 RESIDENTIAL STREETS

Residential neighborhood streets make up the bulk of the circulation network in the FPASP. Local residential streets support low traffic volumes, provide direct access to adjacent properties, and limit through traffic. Residential collector and minor collector streets route traffic from local streets within a neighborhood to an arterial road and may serve as entry roads to residential neighborhood. As discussed in *Section 7.4 – Traffic Calming Techniques*, residential streets may contain traffic calming features.

Local residential streets will accommodate two-way traffic, including emergency service vehicles, solid waste collection, and parking along both sides of the roadway (except for the hillside single-loaded street). The separated sidewalk section contains a landscape planting strip between the street and the sidewalk to create a safe environment for pedestrians and is the preferred street type for all multi-family residential neighborhoods and single family high density neighborhoods with garages accessed from a residential alley. The attached sidewalk section in the preferred street type for single family neighborhoods and for single family high density neighborhoods with garages accessed directly from the street.

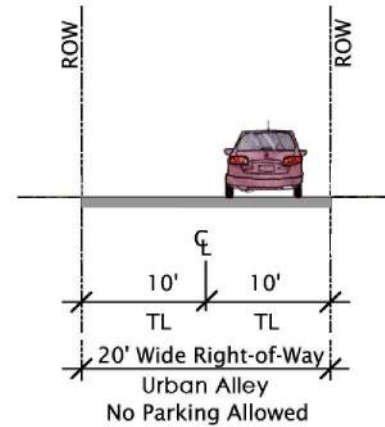


Figure 7.21 - Urban Alley
(Section T - No Parking)



Example of an Urban Alley Behind a Mixed-Use Town Center Development

COLLECTOR STREETS (GATEWAY OR NEIGHBORHOOD ENTRY)

The collector road section may be utilized for either a residential or commercial development project. This road section consists of two travel lanes divided by a 12-foot landscaped median with Class II bike lanes and 18-foot landscape corridors on both sides of the street featuring 6-foot planting strips and 6-foot sidewalks. Traffic calming features may be incorporated in entry/gateway collector streets to reduce vehicle speed. The median, planting strips and sidewalks are maintained by either a homeowners's association or a landscape and lighting district (refer to *Figure 7.22 – Collector Street*).

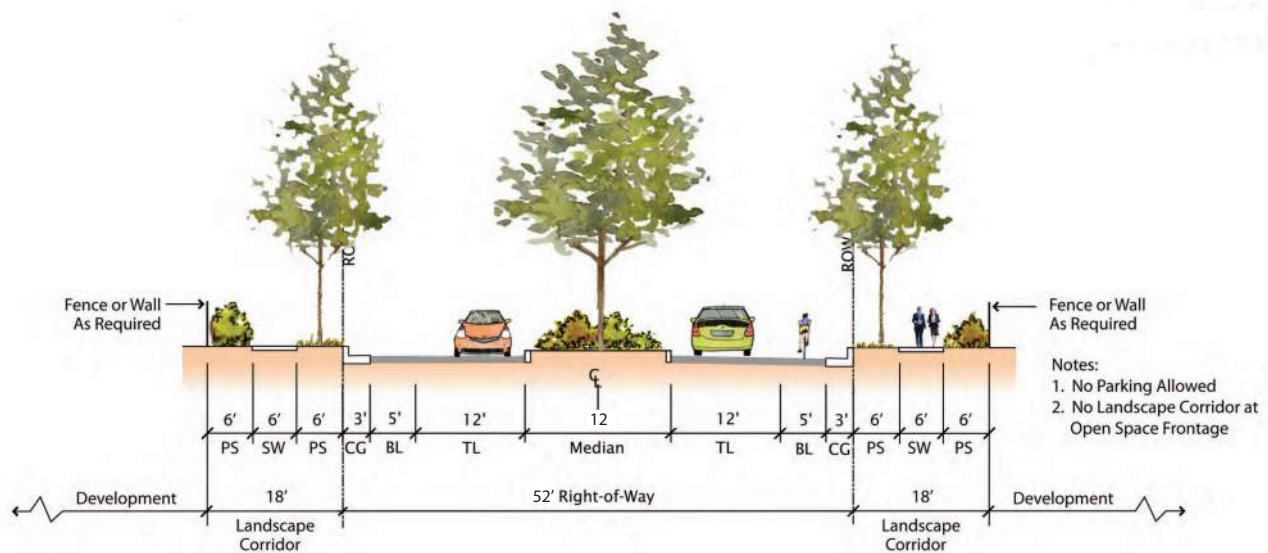


Figure 7.22 - Collector Street
(Section U - Gateway or Neighborhood Entry)



Example of a Gateway or Neighborhood Entry Collector Street

LOCAL STREETS

As previously described, local streets serve a portion of a neighborhood only and route traffic to a collector or minor arterial street. Except for the modified single loaded hillside streets, the local street section consists of two undivided travel lanes and attached or separated sidewalks with parallel parking on both sides of the street. Cul-de-sac streets are included as an allowed local street in the FPASP subject to the restrictions of the FMC. The FPASP includes four types of local streets.

City of Folsom Standard Local Streets

Separated Sidewalk Street: This local street section consists of two travel lanes in either a 37, 40 or 50-foot right-of-way.

- The 37-foot right-of-way section consists of two 11-foot travel lanes with parking allowed on both sides of the street (refer to *Figure 7.23 – Local Street*).
- The 40-foot right-of-way section consists of two 12-foot travel lanes with Class II bike lanes and 15-foot landscape easements on both sides of the street. Parking is not allowed on this street section (refer to *Figure 7.24 – Local Street*).
- The 56-foot right-of-way section consists of two 12-foot travel lanes with Class II bike lanes, parking and 15-foot landscape corridors on both sides of the street (refer to *Figure 7.25 – Local Street*). The planting strip and sidewalk will be maintained by either a homeowner’s association or a landscape and lighting district.

Attached Sidewalk Street: This local street section consists of two travel lanes in a 44-foot right-of-way, with rolled concrete curbs, and an integral 4-foot sidewalk on both sides of the street. The entire street section is city owned and maintained (refer to *Figure 7.26 – Local Street*).

Residential Alleys: Residential alleys provide vehicular access to rear loaded garages in residential developments. Residential alleys shall be designed as usable outdoor spaces through the incorporation of landscaping and decorative fencing. The alley street section consists of a 20-foot wide travel lane with 5-foot landscaped strips on each side. Alleys shall be continuous through a block and parking is prohibited; however, dead-end alleys no more than 150-feet in length are permitted. Alleys may be publicly or privately owned; when they are publicly owned, they will be maintained by the city; when they are privately owned they will be maintained by a homeowner’s association (HOA) or by a landscape and lighting district (refer to *Figure 7.27 – Residential Alley*).



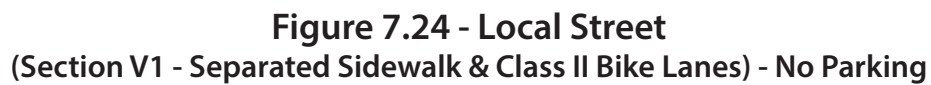
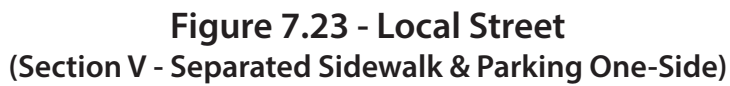
Example of a Local Street - Separated Sidewalk



Example of a Local Street - Attached Sidewalk



Example of a Residential Alley



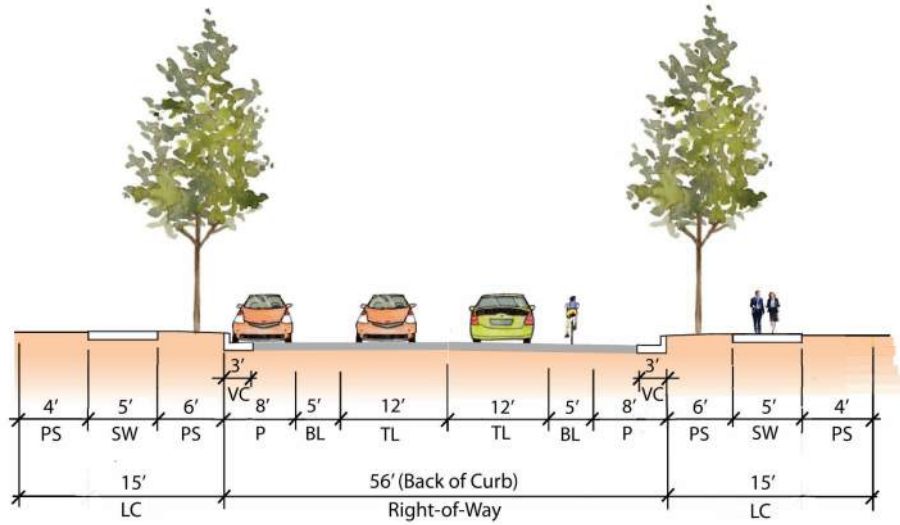


Figure 7.25 - Local Street
(Section V2 - Separated Sidewalk, Class II Bike Lanes & Parking)

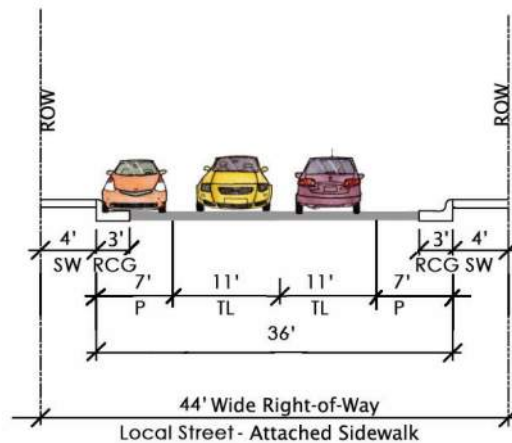


Figure 7.26 - Local Street
(Section W - Integral Sidewalk & Parking Both Sides)

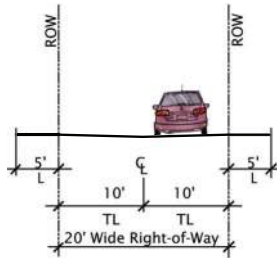


Figure 7.27 - Residential Alley
(Section Y - No Parking)

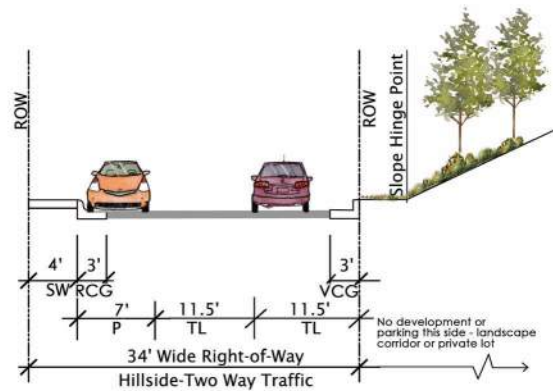


Figure 7.28 - Single Loaded Hillside Street
(Section X - Integral Sidewalk & Parking One Side)

Road Section Legend

BL	Class II Bike Lane	RCG	Rolled Curb & Gutter
BR	Class III Bike Route	S	Sidewalks
CNL	California Native Landscaping	SH	Decomposed Granite Shoulder
CG	Curb & Gutter	SW	Meandering Sidewalk
CTL	Center Turn Lane (Median)	TL	Traffic Lane
L	Landscaping	TW	Tree Well
PL	Parking Lane	VCG	Vertical Curb & Gutter
PS	Planting Strip		

City of Folsom Modified Local Streets

Single Loaded Hillside Street: This City of Folsom modified local street is utilized in hillside areas, primarily east of the Sacramento-Placerville Transportation Corridor as well as several smaller development parcels located adjacent to the oak woodlands and its use requires approval of the City of Folsom Fire Department during the tentative map approval process. The single loaded hillside street section restricts development and parking to one side of the street and consists of two travel lanes in a 34-foot right-of-way with rolled curb and gutter and attached sidewalk on one side of the street and vertical curb and gutter and no sidewalk on the non-developed side of the street. The adjacent non-developed property is either a privately owned and maintained double frontage lot or a landscape corridor commonly owned and maintained by a homeowner's association or a landscape and lighting district (refer to *Figure 7.28 – Single Loaded Hillside Street*).

7.10 PUBLIC TRANSIT

The inclusion of a comprehensive public transit plan is one of the main FPASP planning principles. Coupled with compact growth and a mix of land uses, a comprehensive public transit plan will improve mobility, reduce vehicle miles traveled, and improve air quality; mitigation measures that are consistent with AB 32, SB 375 and the FPASP Operational Air Quality Mitigation Plan.

A comprehensive public transit plan also increase the likelihood that pedestrian and transit orient development (TOD) will occur. The FPASP focuses on a plan that will increase ridership by providing direct transit routes to key destinations, high service frequencies and high speeds that will make transit convenient, safe, reliable, efficient, and affordable.

The Plan Area public transit plan is also based on the relevant objectives and policies of the Sacramento Regional Transit District (RT) updated master plan, particularly the 'Hi Bus' concept of high frequency, high capacity, high speed bus routes that will be supported by local bus service, community shuttles and neighborhood ride services.

To assist in implementing the 'Hi-Bus' concept, the FPASP includes a continuous transit corridor through the entire Plan Area. A transit corridor is a planning tool for ensuring that options remain for future high capacity transit lines, whatever the mode may be, including enhanced bus, express bus or bus rapid transit. The inclusion of an adequately sized, dedicated transit corridor in the Plan Area ensures that land will be available for short and long term transit improvements that can provide links to all of the various land uses within the Plan Area and to regional destinations beyond. The regional high speed 'Hi-Bus' concept will be supported locally by a comprehensive system of bus stops and local fixed and circulator bus routes throughout the Plan Area (refer to the following subsections and the FPASP *Transit Master Plan* for additional public transit information).

EXISTING TRANSIT SERVICE

The City of Folsom Transit Division currently operates the Folsom Stage Line bus service that provides fixed route and dial-a-ride bus service within the Folsom City limits Monday through Friday. All Folsom Stage Line buses are equipped with hydraulic lifts for wheelchairs and front-mounted racks for bicycles. Currently, there are two fixed routes within the city: Route 10 and Route 20. The Folsom Stage Line also operates curb-to-curb, dial-a-ride service for city residents who have a physical, developmental or mental disability.

In 2005, The Sacramento Regional Transit District (RT) opened the Gold Line light rail extension that terminates at the historic Old Town Folsom station. The Hazel and Iron Point Stations are the closest LRT stations to the Plan Area. Both stations provide park-and-ride facilities. RT also provides fixed bus route service in eastern Sacramento County north of Highway 50 and provides transfers from their line 25 bus service at Main and Madison to the Folsom Stage Line route 10.

Additionally, the El Dorado County Transit Authority (El Dorado Transit) operates the Iron Point Connector bus service which serves a loop from the Highway 50 park-and-ride station in El Dorado Hills, to Folsom Boulevard and the Iron Point LRT station, Intel, Kaiser Permanente, Folsom Lake College and the Broadstone and Palladio shopping centers.

PUBLIC TRANSIT OBJECTIVES AND POLICIES

Objective 7.8:

Promote the use of public transit in the Plan Area by providing a safe, secure and cost effective transit system that provides frequent and convenient transit service to local and regional destinations.

Objective 7.9:

Plan transit-oriented development (TOD) projects that generate high potential transit use including a mix of commercial, mixed-use, office, and residential developments along the regional transit corridor.

Policy 7.9:

Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City of Folsom Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.

Policy 7.10:

Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus' service (refer to *Figure 7.29* and the *FPASP Transit Master Plan*). Sufficient right-of-way shall be dedicated for the transit corridor as described in *Section 7.3* and *Figures 7.2, 7.3, 7.14 & 7.15*.

Policy 7.11:

Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.

Policy 7.12:

Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.

Policy 7.13:

The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.

Policy 7.14:

The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.

Policy 7.15:

The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.

PROPOSED PUBLIC TRANSIT PLAN

The Plan Area transit plan is based on the regional transit concepts embodied in the most current Sacramento Regional Transit (RT) Master Plan. The RT Master Plan proposes a possible future extension of the Gold Line light rail service into El Dorado County along the Iron Point Road transit corridor and the Sacramento-Placerville Transportation corridor with a terminus at the proposed Silva Valley/Highway 50 interchange. The RT Master Plan also proposes the introduction of a 'Hi-Bus' network of high frequency, high capacity, high speed bus routes that will augment the light rail network and complete the regional high capacity transit system. One of the 'Hi-Bus' corridors is proposed to run from Hazel Avenue through the Easton Place and Easton at Glenborough projects, along Easton Valley Parkway, then through the Plan Area, along Alder Creek Parkway with a terminus at the El Dorado Hills park-and-ride station. The RT Master Plan further proposes that the regional high capacity transit system be supported by a further set of local services including local bus routes, community shuttles and neighborhood ride services.

Based on research summarized in the FPASP *Transit Master Plan*, market demand exists for four types of transit service: 1) the local community market of the Plan Area, 2) Folsom and El Dorado Hills, 3) the Rancho Cordova employment market, and 4) the Folsom to downtown Sacramento commuter market. As recommended in the RT Master Plan, the 'Hi Bus' route would provide direct service to the Hazel Avenue light rail station with continuing service to destinations along the Hazel Avenue corridor to Roseville. That route would satisfy the commuter and Rancho Cordova employment market, while expansion of the Folsom Stage Line routes into the Plan Area would satisfy the Plan Area demand for local service to the remainder of the city and El Dorado Hills.

The FPASP Transit Plan refines the regional 'Hi Bus' concepts outlined in the RT Master Plan by designating a transit corridor and the necessary right-of-way for future travel lanes to accommodate express bus, enhanced bus or bus rapid transit service as future demand dictates. The transit corridor is proposed to run in the Alder Creek Parkway right-of-way from Prairie City Road to Westwood Drive, then south in the Westwood Drive Corridor to Savannah Parkway, then east and south in the Savannah Parkway corridor to the southern boundary of the Plan Area at White Rock Road. An additional regional 'Hi Bus' corridor may be included in the future Capital Southeast Connector (White Rock Road) project.

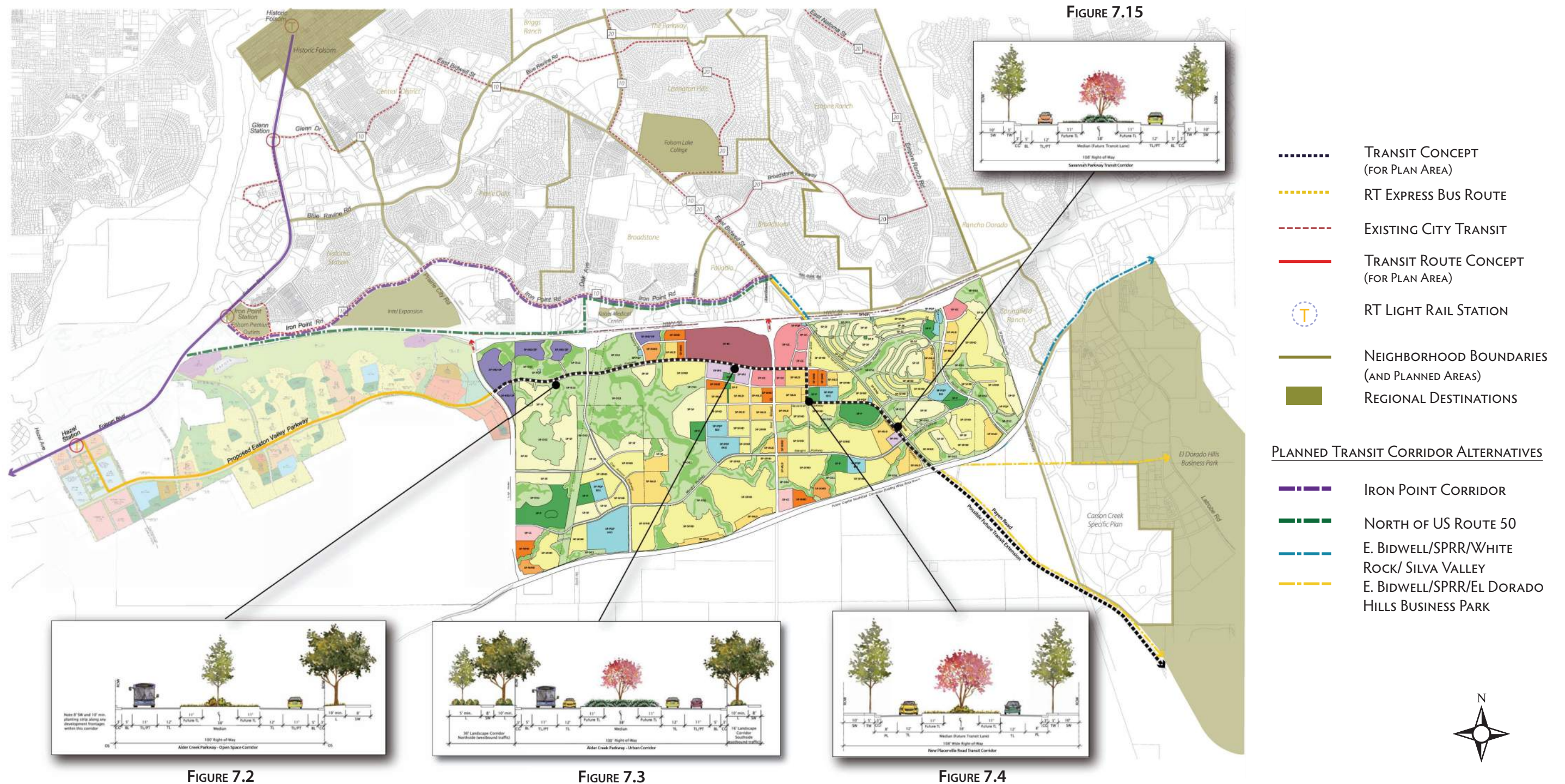
The entire Plan Area transit corridor includes a continuous 38-foot wide planted median that eventually, as transit demand increases, will be reduced to 16-feet to allow for the construction of two additional travel lanes for either dedicated or mixed flow regional 'Hi Bus' transit service (refer to *Figures 7.2, 7.3, 7.13, & 7.15*). As discussed in more detail in the FPASP *Transit Master Plan*, six potential transit stations are proposed for the Plan Area, primarily along the Alder Creek Parkway, New Placerville Road and Savannah Parkway corridors. The regional commercial center/town center node is identified in the Transit Master Plan as an ideal site for a transit plaza that would serve as a major transfer point between local and regional bus service. Intelligent Transportation System technologies, such as signal priority schemes at lighted intersections that give transit vehicles priority on the roadway, may also be incorporated along the corridor. Transit-oriented development (TOD) projects are especially encouraged along the transit corridor.

Local circulator bus routes, utilizing the transit corridor and other Plan Area signature corridors will provide public transportation links between Plan Area residential neighborhoods, commercial and employment centers and public facilities both within and beyond the boundaries of the Plan Area. Shuttle bus service may also be added to provide public transit access to nearby employment centers such as Intel, ISO and the El Dorado Hills business park. Specific circulator bus routes are shown in *Figure 7.29 – Transit Corridor Plan* and in the FPASP *Transit Master Plan*.

It is anticipated that early development phases in the Plan Area will rely on East Bidwell Street, Prairie City Road and Iron Point Road to provide access to the Iron Point light rail station and the existing Folsom Stage Line route 10 bus service. A commuter shuttle bus using these roads for service to the Iron Point light rail station may be appropriate for the early phases of Plan Area development. Shuttle bus service may also be appropriate to provide public transit service to the Broadstone and Palladio shopping centers, Folsom Lake College, Intel, ISO headquarters, Folsom High School, Mercy Hospital and the Kaiser Permanente Medical Center.

As previously discussed, the *Transit Master Plan* identifies six locations as potential enhanced transit bus stops. Enhanced bus stops contain more elaborate and extensive passenger amenities than traditional bus stops and they may include such features as enhanced shelters and loading platforms, covered walkways, fare machines, passenger signage and communication systems. In addition to the six potential enhanced bus stops, on-street bus stops will be provided at key locations throughout the Plan Area to serve both shuttle and circulator bus routes.

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7.11 SIDEWALK, TRAIL AND BIKEWAY NETWORK

The availability of sidewalks, trails and bikeways within a community promotes a healthy and viable alternative to vehicular travel. In order to implement Planning Principle 4, the FPASP proposes pedestrian-friendly, walkable streets that connect to internal and regional trail systems. Consistent with the policies and regulations of The California Bicycle Transportation Act, the Federal Transportation Equity Act (TEA 21) and the California Complete Streets Act of 2008, the FPASP proposes a comprehensive system of sidewalks, bikeways, and trails that connect various land uses within and enhance mobility throughout the Plan Area (refer to *Figure 7.32 – Bikeway Plan*).

SIDEWALKS, TRAILS AND BIKEWAYS OBJECTIVES AND POLICIES

Objective 7.10:

Provide a continuous interconnected network of sidewalks, trails and bikeways throughout the Plan Area ranging from internal neighborhood connections to regional trail networks.

Policy 7.16:

A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in *Figure 7.32* and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with city design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.

Policy 7.17:

Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.

Policy 7.18:

Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.

Policy 7.19:

Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.

Policy 7.20:

Per state and federal programs, safe routes to schools shall be identified and signed

Policy 7.21:

All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.

Policy 7.22:

Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.

Policy 7.23:

Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.

SIDEWALKS AND TRAILS

Sidewalks are provided on both sides of all public streets, with the exception of the hillside single loaded streets and alleys. Sidewalks vary in width and type (integral or separated), depending on location and anticipated volume of use. All sidewalks will be no less than four feet in width and they all shall comply with the provisions of the Americans with Disabilities Act (ADA).

Additionally, open space areas and natural parkways include paved and unpaved trails, where feasible, thus offering increased pedestrian mobility throughout the entire Plan Area. Paved trails are a minimum of six feet wide, with two feet of vegetation clearing on each side. Paved trails that are provided within private communities shall follow standards established in *Figure 7.31 – Paved Trail*, and if provided, they should be delineated as a part of a tentative subdivision map submittal.

BIKEWAYS

Consistent with the updated City of Folsom Bikeway Master Plan (FBMP), the FPASP incorporates a number of bikeway types including Class I bicycle paths, Class II bicycle lanes, and Class III bicycle routes as indicated in *Figure 7.32 – Bikeway Plan*.

According to the FBMP, Class I bicycle paths are “a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way”. Class I bicycle paths shall consist of a 12-foot wide paved surface with decomposed granite shoulders of 4-feet on one side and 2-feet on the other side consistent with Table 9 of the FBMP” (refer to *Figure 7.30 – Class I Bike Path*). Class I bike paths are located throughout the entire Plan Area open space areas and may be used by both pedestrians and cyclists. Class I bike paths may also serve as access roads for police, fire department and City of Folsom maintenance vehicles.



Example of a Folsom Bikeway

The FBMP defines Class II bicycle lanes as “any portion of roadway designated for bicycle use and defined by pavement markings, curbs, signs, or other traffic control devices”. Class II bike lanes shall consist of a 5-foot paved surface (exclusive of curb and gutter) with striping, signing and pavement markings consistent with Table 10 of the FBMP. All Plan Area arterial and collector streets include Class II bike lanes on both sides of the street.

Class III bicycle routes are defined in the FBMP as “a designated route through high demand corridors on existing streets and are usually shared with motor vehicles and are indicated by periodic signs and do not require pavement markings”. Class III bicycle routes are proposed on selected town center urban streets and may also be provided on local residential streets.

BICYCLE PARKING

The FPASP requires both short-term and long bicycle parking facilities for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in *Table A.14 – Vehicle Parking Requirements*. Three types of facilities are specified for long term bicycle parking storage and shall consist of either a 1) bicycle locker, 2) a locked room with access limited to cyclists only, or 3) a standard bicycle rack in a location that is monitored. Type II facilities provide for long term bicycle parking and use three point locking mechanisms on the rack. Type III facilities provide for short term bicycle parking without locking mechanisms on the rack; they rely on user supplied locks for security. Bicycle racks shall allow a cyclist to use padlock and chain, cable or U-shaped locks to secure a bicycle to the rack. Bicycle parking

spaces shall be constructed of either asphalt, concrete or other durable hard surface material and be a minimum of 2-feet by 6-feet and include a 5-foot maneuvering space behind the bicycle.

SIDEWALK, TRAIL AND BIKEWAY CROSSINGS

Five new grade separated crossings (roads crossing over bike paths and trails) are provided in the Plan Area along the Alder Creek Class I bike path, to minimize the potential conflicts between vehicles, pedestrians and cyclists (refer to *Figure 7.32 – Bikeway Plan*). At locations where grade separated crossing are not feasible, due to topographic constraints, flood plains and/or storm water detention basins, other design features will be utilized to guarantee pedestrian safety including mid-block crossings with pedestrian activated traffic signals.

Traffic calming measures more fully described in *Section 7.4 – Traffic Calming Techniques* may be used to enhance the safety of sidewalk and trail systems when they cross arterial and collector streets. mid-block crossings should be used on arterial and collector street when intersection spacing exceeds 600-feet in order to provide safe pedestrian crossings. Consistent with complete street design principles, design features such as medians, pedestrian refuge islands, curb extensions, pedestrian countdown signals and intersection corner islands may also be used to enhance pedestrian safety.



Example of a Folsom Bikeway Crossing

EQUESTRIAN TRAIL

An unpaved regional equestrian trail, located parallel and adjacent to the Alder Creek Class I bike path will be permitted in the Plan Area per the design standards of the American River Parkway equestrian trail. The equestrian trail may also be used by walkers, joggers and mountain bikers.

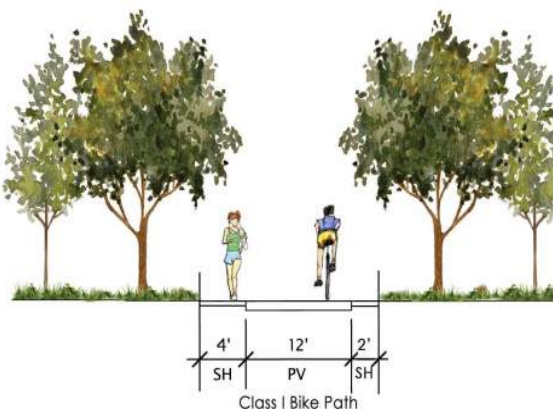


Figure 7.30 - Class I Bike Path
(SH = D.G. Shoulder, PV = A.C. Pavement)

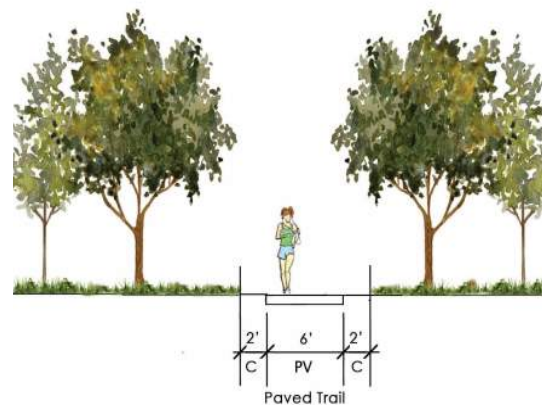
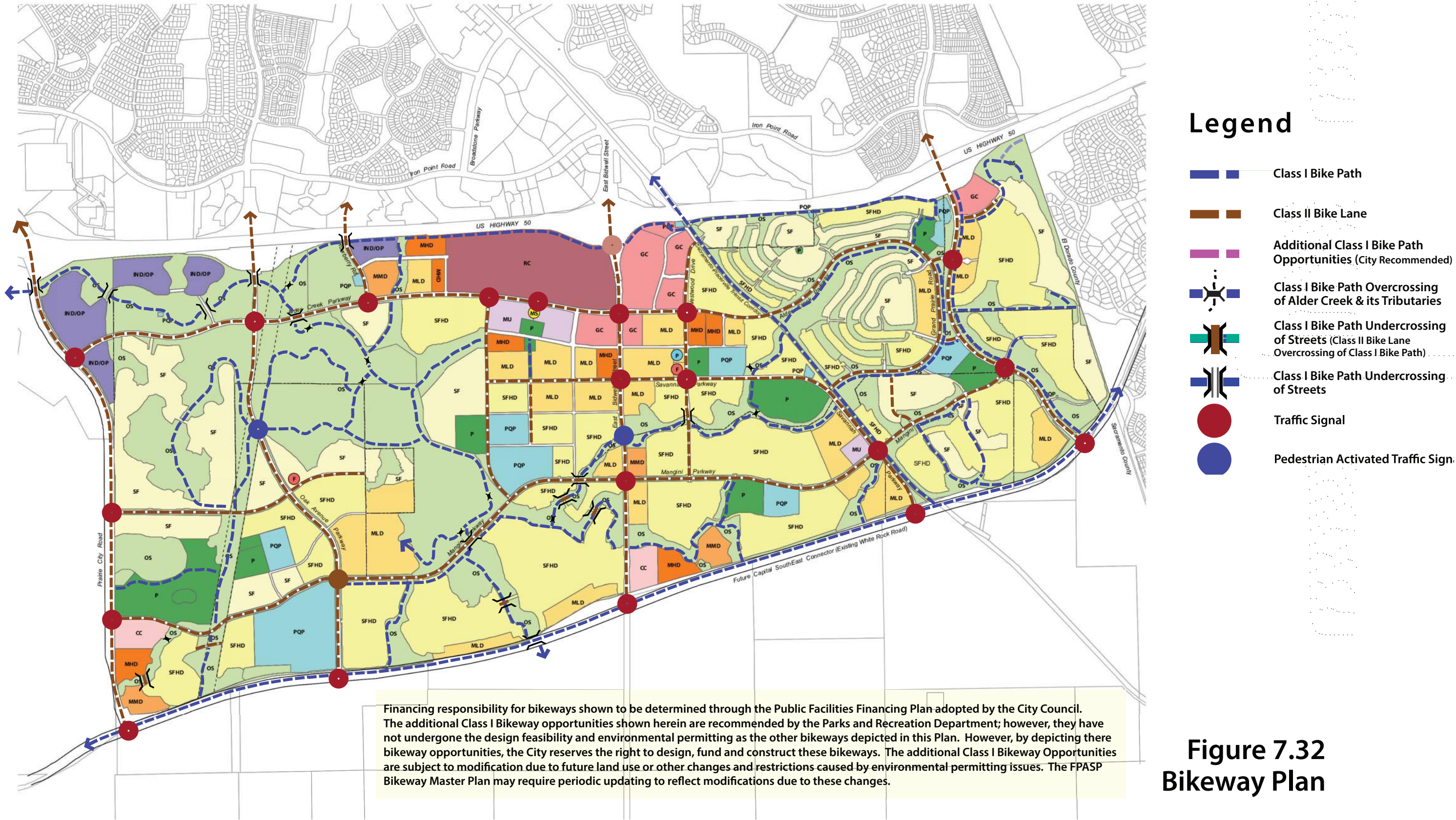


Figure 7.31 - Paved Trail
(C = Vegetation Clearance)

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OPEN SPACE 8

8.1 INTRODUCTION

The FPASP exemplifies the philosophy that an interconnected framework of open space is essential to the development of a vibrant, livable community. The Plan Area includes over 1,069.0-acres of natural open space for the use and enjoyment of local residents as well as the preservation and protection of valuable natural resources including oak woodlands, Alder Creek and its preserved tributaries, wetlands, hillsides, cultural resources and scenic vistas (refer to *Figure 8.1 – Open Space*). The characteristics and elements included within the open space network are described in the following sections and in *Section 10.2 – Resource Management*.

8.2 MEASURE W AND FOLSOM CITY CHARTER ARTICLE 7.08c

The FPASP provides one of the largest natural open space preservation plans in the Sacramento region. In 2004, Folsom voters approved Measure W which amended the City Charter to require the FPASP to preserve 30% of the Plan Area as open space. City Charter Article 7.08C requires the Folsom City Council to adopt a plan “*requiring 30 percent of the Area to be maintained as natural open space to preserve oak woodlands and sensitive habitat areas*”. Section 7.08C also restricts the definition of open space: “*Natural open space shall not include active parks sites, residential yard areas, golf courses, parking lots, and their associated landscaping*”.

The Plan Area consists of approximately 3,509.8-acres and is defined as the area bounded by U.S. Highway 50 to the north, Prairie City Road to the west, White Rock Road to the south, and the Sacramento/El Dorado County line to the east. The FPASP provides approximately 1,069.0-acres of Measure W qualifying open space which equates to approximately 30.4% of the Plan Area.

8.3 OPEN SPACE PLANNING OBJECTIVES AND POLICIES

In addition to the land use objectives and policies contained in *Section 4 – Land Use*, the following open space planning objectives and policies further define open space for the FPASP:

Objective 8.1:

Provide an interconnected open space plan that includes trails, limited public facilities and mitigation areas.

Objective 8.2:

Incorporate oak woodlands into the FPASP as a viable open space area for the enjoyment and education of all Plan Area residents while protecting sensitive resources.

Objective 8.3:

Preserve, conserve and enhance Alder Creek and its tributaries, associated floodplains and riparian habitat located within the boundaries of the Plan Area as well as the intermittent tributaries of Carson, Buffalo and Coyote Creeks that are located within the boundaries of the Plan Area.

Objective 8.4:

Ensure that open space is properly managed in perpetuity.

Policy 8.1:

Open space areas shall be created throughout the entirety of the Plan Area.

Policy 8.2:

Create a preserve open space district that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).

Policy 8.3:

Create a passive open space district that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.

Policy 8.4:

Where feasible, locate schools and parks adjacent or near to open space.

Policy 8.5:

Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.

Policy 8.6:

Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.

Policy 8.7:

Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met:

8.7a: They include a paved path or trail;

8.7b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and;

8.7c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of *River-Friendly Landscape Guidelines*.

Policy 8.8:

Locate Class I bicycle paths and paved and unpaved trails throughout the open space.

Policy 8.9:

Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.

Policy 8.10:

Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.

Policy 8.11:

All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.

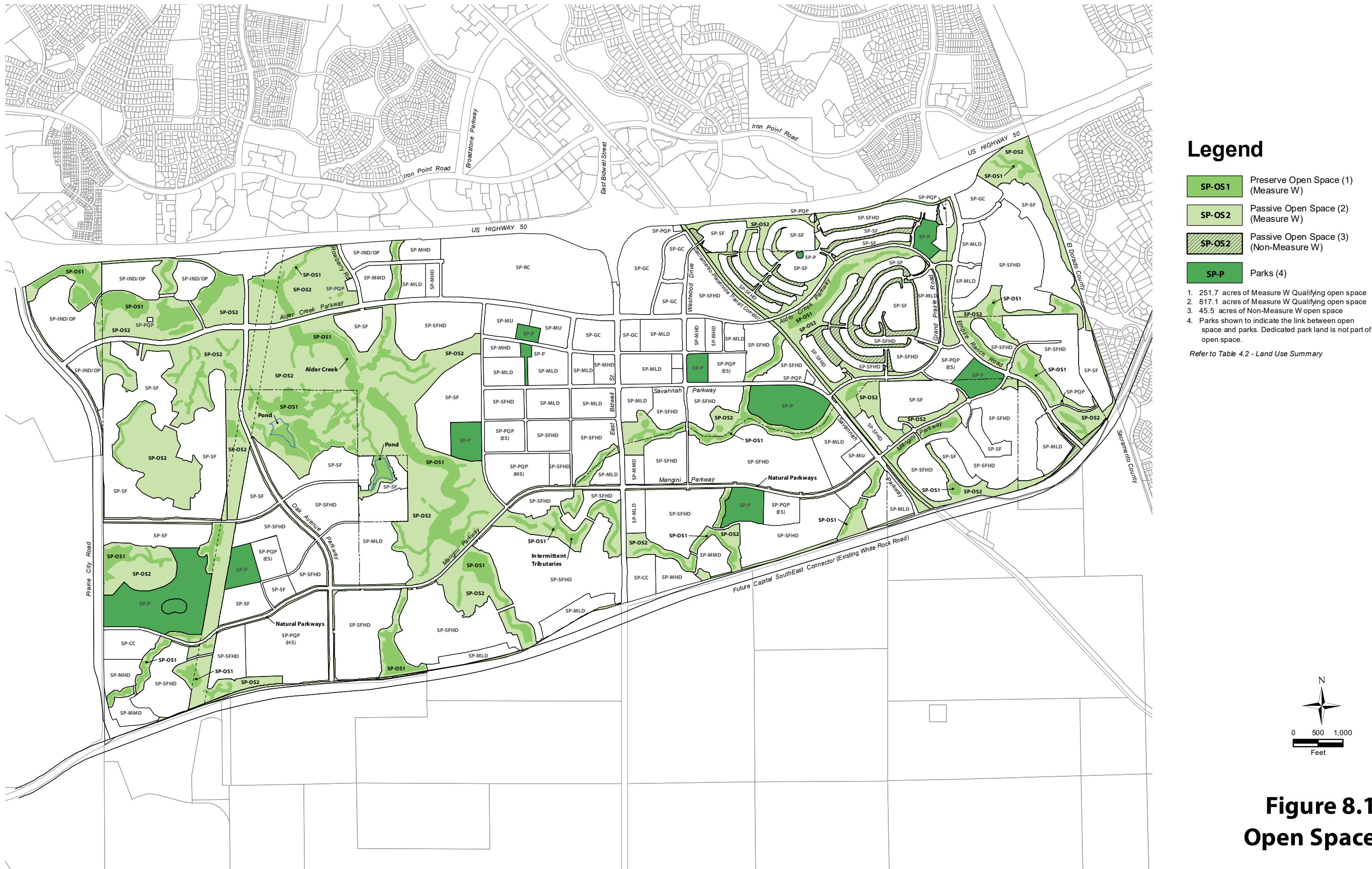


Figure 8.1 Open Space

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Policy 8.12:

All open space improvements, including erosion control planting and landscaping, adjacent to Alder Creek and its tributaries shall be consistent with *Section 10.2.6 – Alder Creek & Floodplain Protection*.

Policy 8.13:

The FPASP *Open Space Operations & Management Plan* shall describe the ownership, funding, and maintenance of open space areas.

Policy 8.14:

The FPASP *Community Design Guidelines* shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.

Policy 8.15:

All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.

8.4 OPEN SPACE PLANNING CONCEPTS

The FPASP open space plan exemplifies Planning Principal 2 (Enhancing the Natural Environment) and SACOG Smart Growth Principal 6 (Natural Resource Conservation) not only in protecting and preserving sensitive natural resources in the Plan Area, but also by ensuring that these resources can be used to provide outdoor recreation and education opportunities for Plan Area residents (refer to *Section 4.5.2 – Non-Residential Land Uses* for a description of the Specific Plan Open Space Land Use Designations).

The FPASP open space plan also exemplifies Planning Principle 4 (Transportation Options) by providing a complete network of Class I bike paths and trails that provide an alternative means of non-vehicular transportation that may result in a decrease in vehicular miles traveled (VMT).

The FPASP open space plan preserves wetlands, Alder Creek and its tributaries, oak woodlands and cultural features for the use and benefit of all Folsom residents. Four of the significant natural features that form the backbone of the open space plan include:

OAK WOODLANDS

The hallmark natural landscape feature of the Plan Area is the oak woodlands located in the northwestern portion of the Plan Area. The woodlands consist of a thriving oak canopy ecosystem that includes trees ranging in size from saplings to heritage oak trees hundreds of years old. The oak woodlands, together with Alder Creek and its tributaries, comprise the most biologically diverse and significant natural resource in the Plan Area. The oak woodlands are currently inaccessible to the public and have been seen by few. The FPASP proposes to make the oak woodlands more accessible to the public by carefully locating Class I bike paths and paved and unpaved trails throughout the area for the enjoyment of Folsom residents. As planned, the FPASP open space network will be the one of the largest designated public open space areas in the City of Folsom and the metropolitan region.



Plan Area Oak Woodlands

The FPASP open space plan preserves significant portions of the oak woodlands in their natural undeveloped state; however, the FPASP also requires the construction of roads, water and sewer lines and other infrastructure improvements to serve the Plan Area, the City of Folsom and surrounding communities. The backbone infrastructure will be located in areas with the fewest trees and the flattest topography. In conformance with General Plan Policy 23.2, whenever oak trees are removed, the loss will be mitigated pursuant to the policies of the FPASP. Refer to *Section 10.2.3 – Oak Woodlands & Isolated Oak Trees* and the *FPASP Open Space Operations & Management Plan* for additional information on tree preservation and mitigation measures.

ALDER CREEK & INTERMITTENT TRIBUTARIES

Alder Creek and its tributaries, together with the oak woodlands, comprise the most biologically diverse and significant natural resource in the Plan Area. The majority of Alder Creek is currently inaccessible to the public and can only be viewed at the intersection of Prairie City Road and Highway 50 and at one other location along White Rock Road. In addition to Alder Creek, a number of its intermittent tributaries bisect the Plan Area. These seasonal drainages are devoid of vegetation, contain water only during the rainy winter and spring months and are dry, rocky-bottom swales during the summer.

The FPASP proposes to construct the Alder Creek Class I bike path to make the creek more accessible to the public and to provide a trail linkage to the proposed regional open space south of the Plan Area (refer to *Figure 8.2 – Alder Creek Open Space Corridor*). The Alder Creek policies outlined in *Section 10.2.6 – Alder Creek & Floodplain Protection* will guide preservation and enhancement activities within the Alder Creek corridor. Moreover, the *Alder Creek Watershed Management Action Plan* will offer additional guidance on preservation and protection of the Alder Creek corridor. Alder Creek and its preserved tributaries will be incorporated in open space corridors that will be planted with California central valley and foothills native plants. Additionally, the SP-OS2 passive open space district will include Class I bike paths, paved and unpaved trails, and other passive recreation amenities designed to provide pedestrian linkages between neighborhoods and make the open space accessible to Folsom residents (refer to *Figure 8.3 – Open Space Corridor with Intermittent Tributary*).

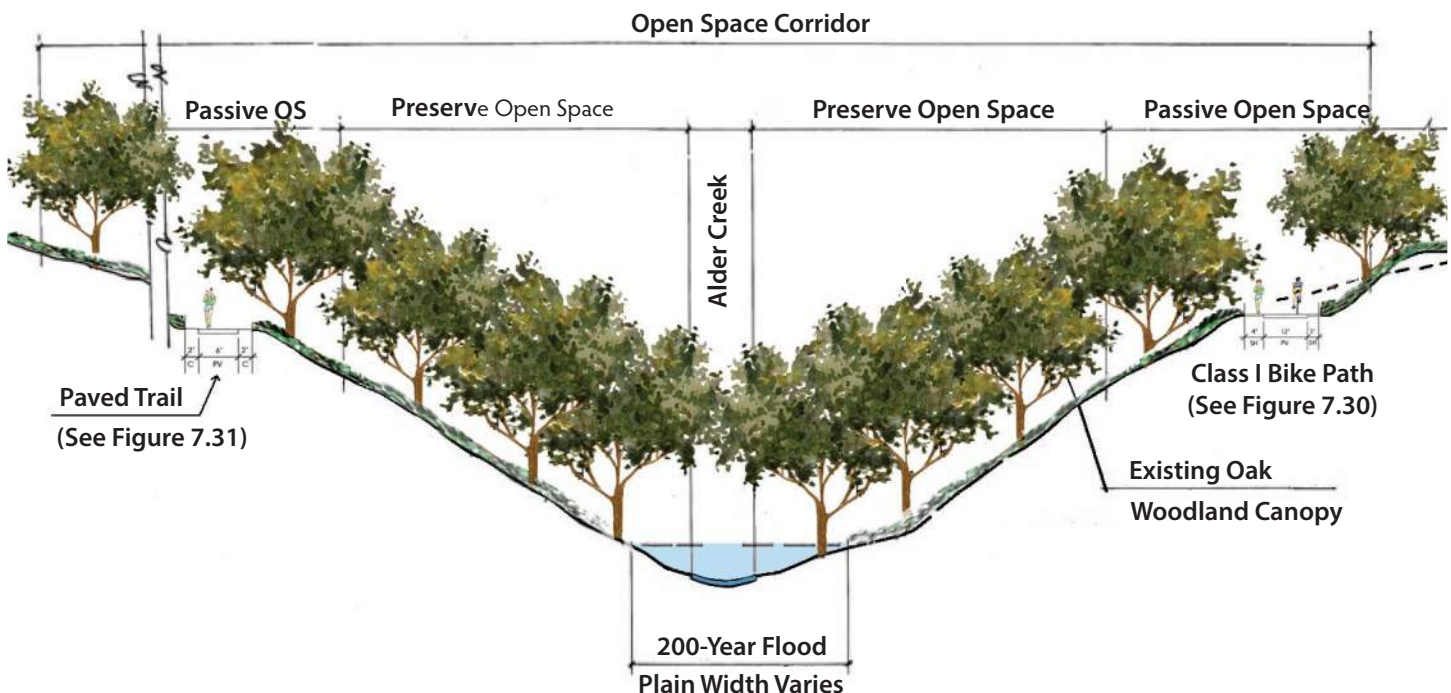


FIGURE 8.2 – ALDER CREEK OPEN SPACE CORRIDOR

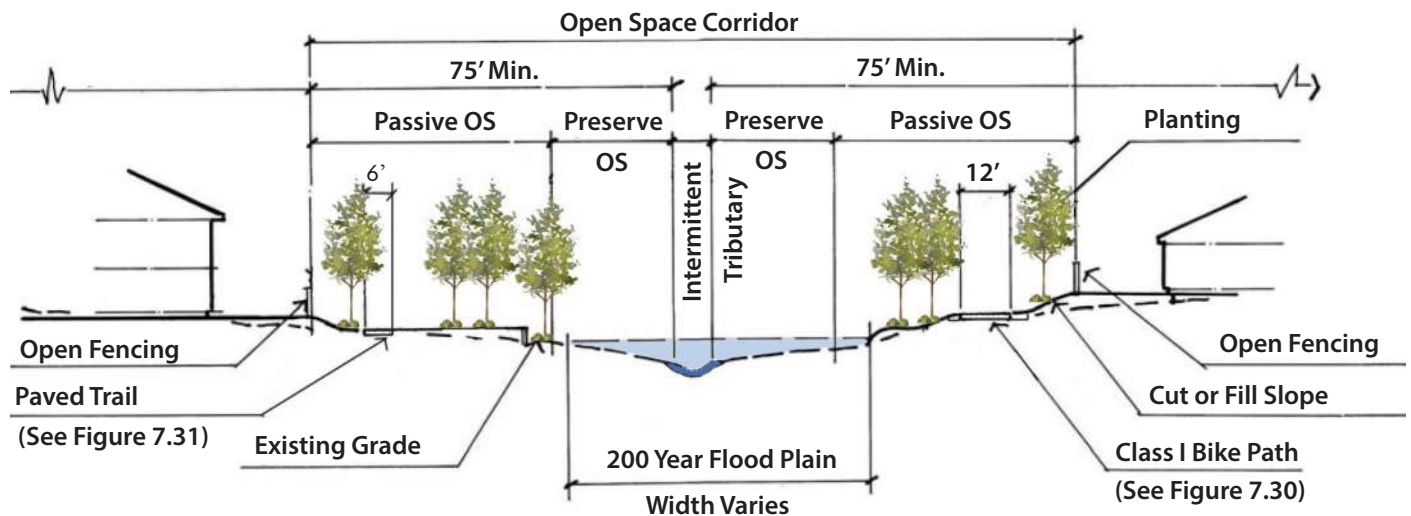


FIGURE 8.3 - OPEN SPACE CORRIDOR WITH INTERMITTENT TRIBUTARY

As discussed in *Section 12.6 – Stormwater*, Low Impact Development (LID) practices, consistent with the current edition of the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions*, shall be utilized in the Plan Area. Consistent with these practices, storm water collection will be decentralized, its quality improved and its peak flows contained in storm water quality detention basins that will slowly release the water it back into natural drainage channels.

NATURAL PARKWAYS

Preservation of the oak woodlands, Alder Creek and its tributaries is insufficient to fully encourage and enable Plan Area residents to use all of the open space areas. To provide additional open space linkages, the FPASP proposes the creation of Natural Parkways that will provide additional pedestrian connections from neighborhoods to larger open space areas throughout the entire Plan Area (refer to *Figure 8.4 – Natural Parkway*). The FPASP defines natural parkways by width, planting and trail type. Natural Parkways shall be a minimum of 30-feet in width and be landscaped predominately with California central valley and foothills native plants arranged in organic forms featuring rock formations, groupings

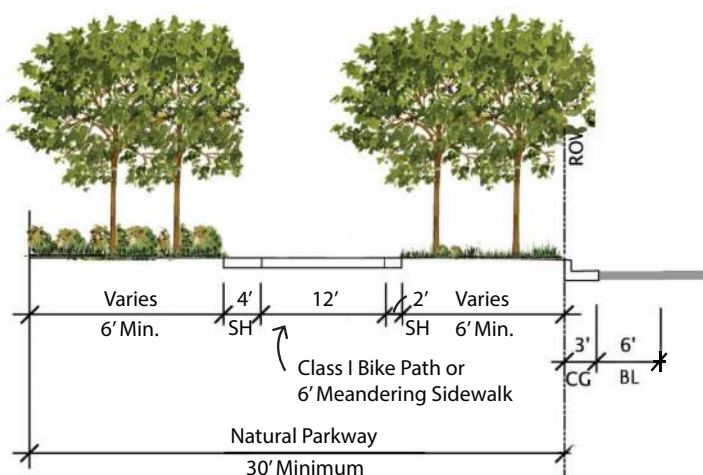


FIGURE 8.4 - NATURAL PARKWAY

of trees and shrubs and native grasses and groundcovers. Natural Parkway plantings will transition to ornamental plantings at project entries, but still maintain a natural theme. Additionally, natural parkways will include a meandering 6-foot wide paved trail or Class I Bike Path that will link the various residential neighborhoods within the Plan Area to the remainder of the open space areas. Natural Parkway design criteria, including recommended plant lists and construction details, are included in the *FPASP Community Design Guidelines*.

HILLSIDE AREAS

As previously described in *Section 2.3 – Existing Topography*, the eastern portion of the Plan Area, generally east of Old Placerville Road, can be characterized as a plateau with sloping hillsides on all four sides extending to Highway 50 to the north, El Dorado County to the east, White Rock Road to the south and Old Placerville Road to the west. The hillside slopes are devoid of trees and are periodically bisected by intermittent tributaries of both Alder and Carson Creeks. The hillside slopes also contain a number of seasonal wetlands. Hillsides are a significant Plan Area visual resource and the steeper hillsides are incorporated in the open space plan. Moreover, hillside development standards have been prepared (refer to *Appendix A.5 – Hillside Standards*) that set grading and building criteria for ensuring that the natural land forms of the hillsides are incorporated into future development plans. The FPASP hillside development standards are consistent with the City of Folsom’s Hillside Design Guidelines.

The *Open Space Operations & Management Plan* specifies the planting of California native oak tree seedlings and/or acorns on open space hillsides areas. The Plan also requires the planting of California native riparian trees and shrubs adjacent to intermittent tributaries of Alder and Carson Creeks. The intent of these requirements is to create additional oak woodlands and riparian plantings on the hillsides, similar to what currently exists in the northwestern section of the Plan Area.



Hillside Areas - East of Old Placerville Road

8.5 OPEN SPACE INTERFACE

Open space areas are a community-wide amenity to be shared by residents and visitors alike. Open space viewsheds can be enhanced by ensuring that streets abut open space boundaries, where feasible, in residential and non-residential developments. Accessibility to open space areas via sidewalks, trails and Natural Parkways should occur in highly visible locations to ensure the safety of users. Defined open space access points shall be located within all land uses that share a common boundary with an open space area. Open-view, non-combustible fencing shall be incorporated along open space boundaries that require fencing in order to maintain the visual open character of these areas. Defensible space and fuel modification fire break requirements are outlined in the *Open Space Operations & Management Plan*.

8.6 OPEN SPACE LAND USE DESIGNATIONS (SP-OS1 & SP-OS2)

As described in *Section 4.5.2 – Non Residential Land Uses* and shown in *Figure 4.3 – Specific Plan Land Use Designations* and *Figure 8.1 – Open Space*, the FPASP includes two open space land use designations that provide development standards and regulations for the Plan Area’s preserve (SP-OS1) and passive (SP-OS2) open space. The first district, Preserve Open Space (SP-OS1), is the more restrictive of the two and is intended to preserve and protect the 251.7-acres of wetlands, vernal pools, ponds, creeks and intermittent tributaries, under jurisdiction of the U.S. Army Corp of Engineers. The second district, Passive Open Space (SP-OS2), consists of 862.8-acres¹ and is intended to provide passive recreation uses including but not limited to walking, hiking and cycling on designated paved and unpaved walkways or

¹ The combined area of SP-OS1 and SP-OS2 includes 1069.0-acres (30.4% of Plan Area) of Measure W qualifying open space and 45.5-acres (1.3% of Plan Area) of Non-Measure W open space (landscape lots in the Broadstone and Russell Ranch projects). Refer to *Table 4.2 – Land Use Summary* for detailed land use and open space calculations.

trails. The exterior boundary of the passive open space district will be finalized at the tentative map stage; however, in no event will the total amount of natural open space be less than 30% of the total Plan Area acreage.

Each open space district is unique and will have different responsible regulatory agency requirements and a distinct set of maintenance and monitoring requirements. A full list of permitted uses and development standards for SP-OS1 and SP-OS2 is provided in *Table A.13* and *Section A.2.2 – Non Residential Land Uses*. Ownership, funding and maintenance of both open space districts is described in the *FPASP Open Space Operations & Management Plan*. The SP-OS1 and SP-OS2 districts are consistent with the General Plan open space land use designation (refer to *Table 4.1 – Land Use Consistency*).

8.7 Open Space OPERATIONS & MANAGEMENT PLAN

Ensuring the long term viability of the open space is an important objective of the FPASP. Accordingly, an *Open Space Operations and Management Plan* was prepared by ECORP Consulting, Inc. and approved by the Folsom City Council on October 24, 2017 (*Resolution No. 10022*). The plan describes the ownership, funding and necessary maintenance plans to ensure the long term preservation of the Plan Area open space.

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PARKS 9

9.1 INTRODUCTION

The City of Folsom has a remarkable record for meeting the community's needs for high quality active and passive recreational activities. The FPASP extends this commitment by providing a series of community, neighborhood, and local parks in strategic locations to meet the needs of the Plan Area. The FPASP recognizes the contribution parks make in defining the character of a community by providing places where adults and children can participate in organized sports or play. Parks are places where families and friends can meet, socialize, and gather to recreate in a relaxed environment. Like schools, parks also serve as primary focal points for neighborhood identity; hence, neighborhood parks and elementary schools in the Plan Area are located adjacent to one another, whenever possible, because these two uses complement each other. Consistent with General Plan Policy 1.3, park facilities in the Plan Area are located within approximately ½-mile distance from residential areas and are connected to them by a pedestrian and bicycle network that encourages walking and cycling.

9.2 PARK PLANNING OBJECTIVES & POLICIES

The FPASP incorporates a number of park planning objectives and related policies intended to guide the development of the Plan Area. Objectives and policies pertaining to park land use can be found in *Section 4.2 – Land Use Objectives & Policies*. Park planning objectives and policies are as follows:

Objective 9.1:

Provide safe, attractive and durable park and recreational facilities within the Plan Area.

Policy 9.1:

To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.

Policy 9.2:

Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.

Policy 9.3:

Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.

Policy 9.4:

The sports facilities listed in *Table 9.1* are suggested facilities for inclusion in community, neighborhood and local parks. The city may amend *Table 9.1*, as city needs change, without amending the FPASP.

Policy 9.5:

All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.

Policy 9.6:

Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.

Policy 9.7:

Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the city.

Policy 9.8:

Public art is encouraged in parks, where appropriate and feasible, in compliance with the city's Arts and Culture Master Plan.

Policy 9.9:

Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.

Policy 9.10:

Placement of stand alone cell towers or antennae in parks is strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.

Policy 9.11:

All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the Folsom City Council for approval.

Policy 9.12:

A Parks Master Plan shall be prepared for the Plan Area.

Policy 9.13:

If the existing slope of a park site shown on *Figure 9.1 – Parks* exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.

Policy 9.14:

Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.

9.3 PARK PLANNING CONCEPTS

Providing community, neighborhood and local parks with a full range of active and passive recreational uses is a FPASP priority. Two community parks, serving the needs of multiple neighborhoods are provided in the Plan Area. Six neighborhood parks are located in the Plan Area to meet the recreational needs of neighborhood residents. Four of the neighborhood parks are located adjacent to elementary schools to provide and promote joint use activities with the Folsom Cordova Unified School District. One placeholder neighborhood park site is located in the regional commercial site at the intersection of East Bidwell Street and Alder Creek Parkway. Three local parks are provided in the Plan Area to serve as public gathering areas: two are located in the town center and one placeholder site is located in one of the

commercial sites located at the intersection of Alder Creek Parkway and East Bidwell Street.

Additional local parks, beyond those required for park land dedication, are allowed in the Plan Area. Residential subdivisions of 200-units or more, that are not located immediately adjacent to a neighborhood or community park, are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas, and unprogrammed open turf areas. When additional local parks are provided, they shall be maintained by a Landscape and Lighting District or Homeowner's Association and they shall not receive or provide substitute parkland dedication credit (Quimby Act) beyond that described and provided in this chapter. Additional local parks will provide a higher level of park service to the immediate residents of a subdivision and will serve to minimize driving trips between neighborhoods.

Park and recreation activities can be classified into two categories: active and passive, and both are a necessary part of a vibrant community. Active park facilities typically consist of adult and youth sport oriented amenities, including sports fields and complexes, playgrounds, and community swimming pools and facilities. Passive recreation uses tend to be less active and subdued, providing refuge for residents wishing to enjoy the outdoors in a quieter manner. Passive park facilities include open turf areas, walkways, and picnic and seating areas. Both active and passive recreation uses and facilities may be included within a single park, depending on its size, location and character. Public art features are encouraged for all park types.

Three types of parks are proposed for the Plan Area: community parks, neighborhood parks and local parks. Each park type will meet a different community need, based on location and programming. The suggested sports facilities to be included in the three park types are listed in *Table 9.1 – Sport Facilities Needs*. The recommended Plan Area park locations are depicted in *Figure 9.1 – Parks*.

Additional recreational facilities, with no needs ratios, may be provided including, but not limited to: skate parks, bmx bike parks, interactive water features, group picnic areas, outdoor performance amphitheaters, disc golf courses, children's playgrounds, dog parks, volleyball courts, synthetic turf fields, and lighting for nighttime use as approved by the city council.

COMMUNITY PARKS

TABLE 9.1 SPORT FACILITIES NEEDS [1]		
Facility	Ratio [2]	Plan Area Needs [3]
Little League	1 per 4,923 Pop.	5
Senior Little League	1 per 64,000 Pop.	1
Youth Softball	1 per 8,000 Pop.	3
Adult Baseball	1 per 21,333 Pop.	1
Adult Softball	1 per 12,800 Pop.	2
Youth Soccer (U10-)	1 per 5,818 Pop.	4
Adult Soccer (U12+)	1 per 3,368 Pop.	7
Youth Football	1 per 32,000 Pop.	1
Outdoor Basketball	1 per 4,000 Pop.	6
Tennis	1 per 3,368 Pop.	7

1. Based on Needs Assessment Findings (Sports Facilities) by Godbe Research, July 2006.

2. Current City of Folsom standard.

3. Rounded to the nearest whole number.

Community parks provide recreational opportunities for larger scale, community oriented active and passive recreational uses such as community centers and sports fields. Community parks typically range in size from 20 to 50-acres and have a service area radius of one mile. Two community parks, totaling 77.1-acres, are proposed for the Plan Area. Community parks will serve multiple neighborhood with a wide range of recreational features (refer to *Figure 9.1 – Parks* for proposed community park locations).

Community Park East (Parcel 149)

Located in the eastern portion of the Plan Area, adjacent to Savannah Parkway and two open space corridors, the 26.2-acre Community Park East will accommodate a range of active recreation uses including, but not limited to, adult baseball and softball, Little League baseball and youth softball, adult and youth soccer, youth football, and other outdoor activities such as swimming, basketball, tennis and sand volleyball. Passive recreational uses may include picnicking, strolling and exercising. Community Park East will also include permanent restroom facilities, parking, lighted sports facilities for nighttime use, miscellaneous site furnishings, and a community/aquatic center. The community center will feature a gym and facilities for seniors, teens, art education, and a pre-school/day camp.

Community Park West (Parcels 10 & 38)

The 50.9-acre Community Park West¹ is located adjacent to Prairie City Road, Mangini Parkway and a major open space corridor. The vision for Community Park West is for more intensive active uses, including, but not limited to, youth and adult baseball and softball, soccer, basketball, tennis, and picnicking. Restrooms and lighted sports facilities will be provided for night time use.

If the designated Community Park West site, or any portion thereof, is not available for use as park and open space at the time surrounding development creates demand for park and open space, the City may designate equivalent acreage elsewhere in the Plan Area, either as interim or permanent park and open space to meet the need generated by surrounding development.

¹ Approximately 2.8-acres (Parcel 38) of Community Park West do not qualify for Quimby parkland credit; however, the non-qualifying area may be used for park activities as determined by the City of Folsom Parks & Recreation Department.



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NEIGHBORHOOD PARKS

Neighborhood parks provide active and passive outdoor recreation activities. Typical neighborhood parks average 7 to 10-acres in size, serve the needs of one or more residential neighborhoods within a half-mile walkable radius. Where feasible, neighborhood parks should be located adjacent to elementary schools to avoid duplication of facilities and to achieve joint use advantages.

The FPASP provides six neighborhood parks strategically located to provide attractive, open focal points within or adjacent to individual residential neighborhoods. These parks serve multiple purposes by providing residents with both active and passive recreation uses as well as visual relief from residential and commercial development.

Approximately 54.0-acres of neighborhood parks are proposed within the Plan Area. The sizes of individual parks vary from approximately 5 to 12-acres. Neighborhood parks shall be easily accessible for pedestrians and will be linked to residential neighborhoods via sidewalks, open space corridors, and trails. Numerous active and passive uses are appropriate and may include active outdoor recreation uses such as soccer, youth baseball, playgrounds, and basketball. Permanent facilities may include restrooms, limited parking, field lighting, site furnishings and group picnic tables.



**Example of a Folsom Neighborhood Park
(Handy Family Park)**

Neighborhood Park 1 (Parcels 216B & 270A)

Located in the eastern portion of the Plan Area, adjacent to Empire Ranch Road, Mangini Parkway, and elementary school 1, this neighborhood park site of 10.7-acres offers spectacular views of the Sacramento valley to the south and east.

Neighborhood Park 2 (Parcel 80)

Located in the north central portion of the Plan Area, adjacent to Savannah Parkway and elementary school 2, this neighborhood park site of 5.6-acres is located within walking distance of multi-family residential neighborhoods and the transit corridor.

Neighborhood Park 3 (Parcel 136)

Located in the south central portion of the Plan Area, adjacent to two open space corridors and elementary school 3, this neighborhood park site of 11.9-acres offers direct pedestrian access to an open space corridor and will provide recreational amenities for nearby high density single family residential development.

Neighborhood Park 4 (Parcel 164)

Located in the central portion of the Plan Area, adjacent to a local collector road, open space and elementary school 4, this neighborhood park site of 10.6- acres offers direct pedestrian access to the vast oak woodland open space preserve.

Neighborhood Park 5 (Parcels 20B and 21)

Located in the western portion of the Plan Area, in a single family high density residential neighborhood near Mangini Parkway and Oak Avenue Parkway, this neighborhood park site of 10.3-acres offers direct pedestrian access to a major linear open space corridor.

Neighborhood Park 6 (Parcel 61)

This placeholder park site of 5.6-acres is proposed for the regional commercial center and its size is based on full build-out of the allocated SP-MLD, SP-MMD and SP-MHD dwelling units shown in *Table 4.2 – Land Use Summary*. In the event the SP-MLD and SP-MMD allocated units are not developed, the park site will be reclassified as a local park and reduced in size to 1.5-acres based on the construction of the required 156 SP-MHD dwelling units.

LOCAL PARKS

Local Parks (designated mini-parks in the General Plan) are specialized facilities that usually serve a concentrated or limited population or specific group. Local parks may feature music/live performance facilities, children's play areas, quiet game areas, landscaping, community event/gathering areas, neighborhood gardens, seating and some limited active recreation uses such as half-court basketball or volleyball. Typically, local parks range in size from 1 to 3 acres. Local parks are included in the park land dedication calculations described in *Section 9.4 – Park Land Dedication* and shown in *Figure 4.3 – Specific Plan Land Use Designations* and *Figure 9.1 – Parks*.

Local Park 1 (Parcel 75)

Located in the town center, this local park of 2.1-acres will serve, along with local park 2, as the main public gathering space for the town center and may include amenities such as a fountain, seating, hardscape play area, group picnic area, and restrooms. The linear portion of the park will provide pedestrian access to adjacent multi-family residential neighborhoods (refer to *Section 6 – Town Center* for additional details of the town center and local park 1).

Local Park 2 (Parcel 66)

Located in the town center, this local park of 3.1-acres will serve, along with local park 1, as the main public gathering space for the town center and may include amenities such as a fountain, seating, hardscape play area, group picnic area, and restrooms (refer to *Section 6 – Town Center* for additional details of the town center and local park 2).

Local Park 3 (Parcels 77, 78 & 85A)

This placeholder park site of 3.3-acres is located in one of the general commercial parcels located at the intersection of Alder Creek Parkway and East Bidwell Street. The park's size is based on full build-out of the allocated SP-MLD, SP-MMD and SP-MHD dwelling units shown in *Table 4.2 – Land Use Summary*. In the event the SP-MLD and SP-MMD allocated dwelling units are not developed, the park site will be reduced in size to 2.1-acres based on the construction of the required 221 SP-MHD dwelling units.

LOCAL PARKS (Private)

Private local parks may be located within private-gated communities to specifically serve those neighborhoods. Private local parks will be owned and maintained by a Homeowner's Association. Property owners may construct private local parks in a turnkey fashion. Two private local parks are located in the Russell Ranch project and, although designated SP-P, they shall be maintained by a Homeowner's Association and not receive Quimby parkland dedication credit.

9.4 PARK LAND DEDICATION

Government Code Section 66477 provided the City of Folsom the ability to create Municipal Code Section 16.32.040 that allows the city to require the dedication of land or impose a requirement for the payment of fees in lieu thereof, or a combination of both, for park or recreation purposes as a condition to the approval of a tentative map or parcel map. The FPASP proposes to satisfy the park land dedication requirement by dedication of land and the payment of in lieu fees.

General Plan Policy 35.12 and Municipal Code Section 16.32.040 sets the minimum standard for parks, open space and recreation facilities in the City of Folsom at five acres per thousand population (5-acres per 1,000 persons). The formula shown in *Table 9.2 – Formula for Required Park Acreage per Dwelling Unit* provides the basis for determining the required park acreage per dwelling type.

Population per type of dwelling unit is shown in *Table 9.3 – Required Park Acreage per Dwelling Unit* and is established in Municipal Code Section 16.32.040 pursuant to Section 66477 (b) of the California Government Code. The required park acreage per dwelling unit is shown in the third column of Table 9.3. The total required park acreage per type of dwelling unit, based on the Plan Area estimate of 11,461 dwelling units, is indicated in Table 9.4.

The parkland dedication requirement will be met by a combination of land dedication (137.5-acres) and in-lieu fees. Refer to *Table 9.5 – Park Land Provided* for a summary of the amount of land provided for community, neighborhood and local parks.

TABLE 9.2 FORMULA FOR REQUIRED PARK ACREAGE PER DWELLING UNIT				
Average Number of Persons per Dwelling Unit	X	$\frac{5 \text{ Ac.}}{1,000}$	=	Minimum Park Acreage Dedication per Dwelling Unit

TABLE 9.3 REQUIRED PARK ACREAGE PER DWELLING UNIT		
Type of Dwelling	Average Population / Du	Park Acreage / Du (5-Acre Standard)
Single Family	2.92	0.0146
Single Family (Active Adult)	2.00	0.0146
Duplex	2.28	0.0114
Multi-Family	1.94	0.0097
Mobile Home	1.61	0.0081

In accordance with FMC Section 4.05.040, the final location of park sites shall be reviewed by the City of Folsom Parks and Recreation Department with a recommendation forwarded to the Folsom Parks and Recreation Commission, who shall in turn forward a recommendation to the Folsom City Council as to the suitability of the park locations and site features. Final park development site plans shall be prepared by the Folsom Parks and Recreation Department, consistent with the approved Parks and Recreation Master Plan, and shall be reviewed and approved by the Folsom Parks and Recreation Commission. The commission will forward its recommendation for approval to the Folsom City Council along with the necessary environmental clearances. Credit toward required park land dedication will be given for two community park sites, five neighborhood park sites, and two local park sites. Additional local parks, beyond those required for park land dedication, are allowed in the Plan Area; however, no additional or substituted park land dedication credit will be granted.

All Plan Area properties proposed to satisfy park land dedication requirements will be located on land that is, or will be, suitable for park construction consistent with General Plan Policy 35.8. For active recreation uses, park land dedication properties will have relatively flat topography (5 percent slope or less), or will be graded by the owner/developer to meet the 5 percent standard. Additionally, the dedicated properties shall have no existing oak trees, that would interfere with active uses, and no jurisdictional wetlands.

TABLE 9.4 REQUIRED PARK LAND DEDICATION			
Type of Dwelling	No of Units	City Standard Ac. Per Dwelling Unit	Required Quimby Park Acreage
Single Family [1]	5,018	0.0146	73.3
Single Family (Active Adult)	1,052	0.0146	15.4
Multi-Family	5,391	0.0097	52.3
Totals	11,461		141.0

[1] For park land dedication purposes, 114 MLD units in the Russell Ranch project counted as single family dwelling units.

TABLE 9.5 PARK LAND PROVIDED (QUIMBY CREDITS)			
Park Name	Parcel No.	Ac.	Subtotal Ac.
Community Park West [3]	10	48.1	
Community Park East	149	26.2	
<i>Subtotal Community Parks</i>			74.3
Neighborhood Park 1	216B & 270B	10.7	
Neighborhood Park 2	80	5.6	
Neighborhood Park 3	136	11.9	
Neighborhood Park 4	164	10.6	
Neighborhood Park 5	20B & 21	10.3	
Neighborhood Park 6 [1]	61	5.6	
<i>Subtotal Neighborhood Parks</i>			54.7
Local Park 1	75	2.1	
Local Park 2	66	3.1	
Local Park 3 [2]	77, 78 & 85A	3.3	
<i>Subtotal Local Parks</i>			8.5
Total FPASP Net [3] Park Land Dedication			137.5

[1] Located in the regional commercial center. Max. of 5.2 acres & min. of 2.1 ac

[2] Located in the general commercial parcels. Max. of 3.3 acres & min. of 1.5 ac.

[3] Consistent with General Plan Policies 35.8 and 35.9, net park land dedication excludes easements, wetlands, public right-of-ways, and steep slopes or structures. Therefore, 2.8 acres of Community Park West are not included in this total (Parcel 38).

RESOURCE MANAGEMENT & SUSTAINABLE DESIGN

10

10.1 INTRODUCTION

This section of the FPASP focuses on the management of the Plan Area's natural and cultural features as well as the sustainable development strategies that will be used to not only lessen impacts on the Plan Area but on the overall environment as well. The FPASP is based on a set of six planning principles that include *enhancing the natural environment through the preservation and protection of natural habitats and the use of sustainable design practices that will reduce greenhouse gas emissions, reduce water consumption and energy use and preserve valuable natural resources*. Section 10.2 – Resource Management describes the resource management objectives and policies and Section 10.3 – Sustainable Design describes the sustainable design practices that are intended to lower greenhouse gas emissions, water consumption and energy use.

10.2 RESOURCE MANAGEMENT

The Plan Area includes over 1,069.0-acres of open space preserves for the preservation and protection of valuable natural resources including oak woodlands, creeks, intermittent drainages, wetlands, hillsides, cultural resources and scenic vistas. The following sections describe in detail the Plan Area's natural resources and the objectives and policies that will be used to preserve and manage the resources in perpetuity. In addition to the Plan Area resource management policies, the FPASP EIR/EIS mitigation measures and the FPASP Operational Air Quality Mitigations Plan will also be instrumental in preserving and managing natural resources.

10.2.1 WETLANDS

Wetland areas within the entire Plan Area were surveyed and delineations determined by ECORP, EDAW, Foothill Associates, and Gibson & Skordal between June 2005 and May 2007. Surveys were conducted according to the methods identified in the U.S. Army Corps of Engineers (USACE) 1987 wetlands delineation manual (Environmental Laboratory 1987). A total of 93.43-acres of waters of the United States (as defined by the USACE) were identified and include 4.65-acres of vernal pools, 25.48-acres of seasonal wetland swales, 4.66-acres of depressional seasonal wetlands, 10.80-acres of seeps, 0.21-acres of freshwater marsh, 6.87-acres of ponds, 17.19-acres of perennial creek channels, 11.72-acres of intermittent creek channels, and 1.96-acres of ditches.

In addition to waters of the United States, the Plan Area also contains isolated wetlands that do not fall within the USACE jurisdiction, but may be subject to California's Porter-Cologne Act and regulated by the Central Valley Regional Water Quality Control Board (RWQCB). These wetlands include 0.03-acres of isolated vernal pool, 0.004-acres of isolated depressional seasonal wetlands, 0.42-acres of ditch, and 0.85-acres of pond. All wetlands are identified in *Figure 10.1 – Wetlands*.

Types of Wetlands

Most of the wetlands identified in the Plan Area (refer to *Figure 10.1 – Wetlands*) are summarized as depressional, slope, riverine, or "other," as described below:

Depressional Wetlands

Concentrated in the western portion of the Plan Area, particularly the northwest corner and along the drainage area west of the oak woodlands, depressional wetlands include:

Vernal Pools:

Approximately 4.67-acres of vernal pools are located in the Plan Area, with most concentrated primarily within the blue oak woodland in the western third of the Plan Area and a few scattered elsewhere. Vernal pools are natural ephemeral wetlands that form in shallow depressions underlain by a soil layer near the surface restricting the percolation of water. Vernal pools are supported by direct precipitation and surface runoff. They pond during the wet season and typically become dry by late spring. Vernal pools are typically characterized by a high percentage of native plant species, many of which may be endemic (restricted) to vernal pools.

Ponds:

Nine stock ponds, consisting of approximately 7.72-acres, are located in the Plan Area. The ponds have been created through impoundment of stream channels and excavated basins, and are typically inundated year-round.

Freshwater Marshes:

Approximately 0.21-acres of freshwater marsh are present in the Plan Area. A freshwater marsh is an emergent wetland plant community occurring in areas that are permanently or nearly permanently inundated, and are associated with drainage channels in the Plan Area.

Seasonal Wetlands:

There are approximately 25.48-acres of seasonal wetland swales and 4.66-acres of depressional seasonal wetlands scattered throughout the Plan Area in topographic depressions and swales. Hydrologically, seasonal wetlands are similar to vernal pools because they remain inundated or saturated for extended periods during winter and spring.

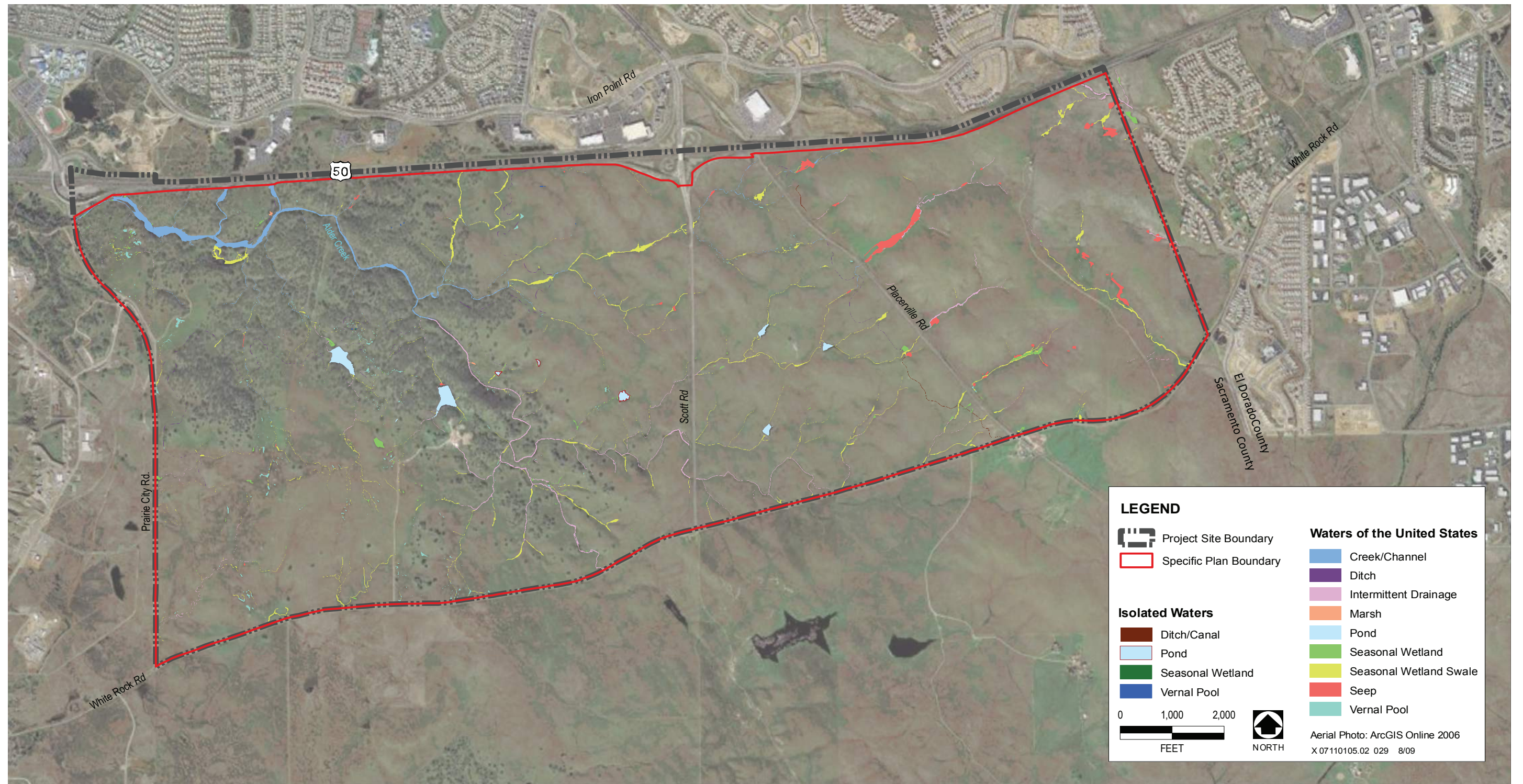
Seeps:

There are approximately 10.80-acres of seeps present, primarily in the eastern portion of the Plan Area interspersed with annual grassland habitat. Freshwater seep communities occur on sites with permanently moist or wet soils resulting from daylighting groundwater.

Slope Wetlands

In the Plan Area, slope wetlands are limited to certain slopes east of Placerville Road.





ECORP, 2008

FIGURE 10.1
WETLANDS

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Riverine Wetlands

Consist primarily of portions of Alder Creek and its tributaries, as well as intermittent creek channels and ditches unconnected to the Alder Creek system, as follows:

Creek Channels:

There are 17.19 acres of perennial creek channel and 11.72-acres of intermittent creek channel scattered throughout the Plan Area. Alder Creek is an intermittent to perennial creek that transects the Plan Area from the south-central portion at White Rock Road to the northwest corner at Prairie City Road, flowing generally in a northwesterly direction. Portions of Alder Creek that receive runoff from the developed area of Folsom north of Highway 50 support surface flow all year because seasonal creek and base flows are supplemented by year-round runoff (typically associated with landscape irrigation), but upstream segments of the creek, within the Plan Area, are intermittent. Intermittent creek channels support flowing water through winter and spring, but dry-up by summer. Many of the other intermittent channels present in the Plan Area are tributary to Alder Creek.

Ditches:

Approximately 2.36-acres of ditches are present throughout the Plan Area. Ditches are excavated channels surrounded by small earthen levees. Some man-made ditches are relics from historic prospecting activities, while others may have been excavated to transport irrigation water.

Other Waters of the United States

Includes portions of intermittent creek channels in the Plan Area not otherwise designated as riverine wetlands, as well as several ponds not designated as depressional wetlands.

Wetland Objectives and Policies

The following objectives and policies have been devised to preserve wetlands in the planning area. Where full preservation cannot be reasonably achieved, the objectives and policies provide for mitigation measures in accordance with all applicable regulations.

OBJECTIVE 10.1

Protect delineated wetlands, including but not limited to vernal pools, ponds, freshwater marshes, seasonal wetlands, seeps, perennial and intermittent creek channels and man-made ditches, per applicable federal, state, and local regulations.

OBJECTIVE 10.2

Implement a wetland mitigation and monitoring program per established state and federal standards where delineated wetland cannot be preserved.

Policy 10.1

Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.

Policy 10.2

Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.

Policy 10.3

Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.

Policy 10.4

Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:

- 10.4a*** Constructed wetlands within designated open areas or corridors in the Plan Area;
- 10.4b*** Wetland credits purchases from a mitigation bank; and/or;
- 10.4c*** The purchase of land at an off-site location to preserve or construct mitigation wetlands.

To ensure successful compensation wetlands, wetland feasibility studies shall be carried out in conjunction with requests for permits from regulatory agencies prior to any construction.

Policy 10.5

As part of the Section 404 permitting process, the project applicants shall prepare a wetland mitigation and monitoring plan (MMP). The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). The plan shall identify participation within mitigation banks.

Policy 10.6

Maintenance and monitoring of all compensation wetlands, whether constructed or purchased, shall be carried out by an approved monitoring agency or organization, and shall be in accordance with all federal, state, and local regulations. Monitoring shall continue for a minimum of 5-years from completion of mitigation or until performance standards have been met, whichever is longer.

10.2.2 WILDLIFE

The Plan Area supports an abundant and diverse fauna found in the wetland areas described in the previous section, as well as 2,594-acres of annual grassland and 260-acres of oak woodland canopy supporting sensitive or special status species as identified by the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Services (USFWS), and as listed in the FEIR. A few of the many common wildlife species expected to occur on the project site include the following: red-tailed hawk (*Buteo jamaicensis*), western kingbird (*Tyrannus verticalis*), oak titmouse (*Baeolophus inornatus*), savannah sparrow (*Passerculus sandwichensis*), western meadowlark (*Sturnella neglecta*), gopher snake (*Pituophis catenifer*), western fence lizard (*Sceloporus occidentalis*), coyote (*Canis latrans*), and black-tailed hare (*Lepus californicus*). Special status species found in the Plan Area must be protected in accordance with City, State, and Federal regulatory requirements, as identified in the following objectives and policies.

Wildlife Objectives & Policies

Objective 10.3

Promote the preservation of habitat areas that contain special status species, and implement mitigation measures for impacts on special status species, as identified in the FPASP EIR/EIS.

Policy 10.7

Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland mitigation and monitoring plan.

Policy 10.8

Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and Federal regulatory agencies.

Policy 10.9

A Swainson's Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.

Policy 10.10

An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.

Policy 10.11

Special-status bat roosts shall be protected as required by State and federal regulatory agencies.

Policy 10.12

The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.

10.2.3 OAK WOODLANDS & ISOLATED OAK TREES

Preserving oak woodlands in the Plan Area provides habitat for a diverse range of native wildlife and plants; climate modification by reducing temperature extremes; sound absorption; retention of soil quality and nutrient exchange; erosion control; and protection of water quality. Additionally, preserving oak woodlands in the Plan Area promotes aesthetic values and recreational opportunities and can serve to increase land values. At the state level, the value of oak woodlands has also been recognized by passage of the Oak Woodlands Conservation Act of 2001, which encourages the preservation and enhancement of the state's existing oak woodlands.

As required by the City of Folsom charter, the FPASP preserves thirty percent of the Plan Area in perpetual open space that will encompass valuable natural resources such as oak woodlands, Alder Creek and its tributaries, wetlands, hillsides and other sensitive habitat areas. The FPASP uses the California Oak Woodlands Conservation Act of 2001 definition of oak woodlands as "oak stands with a greater than 10% canopy cover." As previously described in *Section 8 – Open Space*, the oak woodlands¹ and the isolated oak trees are located exclusively in the western section of the Plan Area (west of East Bidwell Street) and consist of 642.19-acres of oak woodlands habitat with a canopy cover of 249.74-acres (approximately 39% canopy cover).² Additionally, the Plan Area contains 10.19-acres of isolated oak tree canopy that is not classified as oak woodlands because it has less than 10% canopy cover (refer to *Figure 10.2 – Oak Woodland Preserve*). Much of the existing oak woodlands and the isolated oak tree canopy will be preserved in the 1,066.6-acre Plan Area open space network.

The FPASP oak woodlands preservation and mitigation objectives and policies will ensure the preservation of large expanses of oak woodlands through careful and sensitive land planning that emphasizes avoidance of impacts wherever possible. However, required infrastructure to serve the needs of both the region and the Plan Area will result in unavoidable impacts to oak woodlands.

A recent aerial survey of the Plan Area identifies approximately 131-acres of unavoidable impacts to oak woodlands for the construction of the Plan Area backbone infrastructure and Oak Avenue interchange. In addition, approximately 114.63-acres of potential oak woodland impacts have been identified in conjunction with the construction of residential and non-residential development parcels. Moreover, approximately 8.41-acres of isolated oak tree canopy may be impacted by the construction of backbone infrastructure and residential and non-residential development parcels. However, as described in **Objective 10.5** and **Policies 10.14** through **10.20**, every practical effort will be made to preserve oak woodlands and isolated oak tree canopy within development parcels.

Oak Woodlands & Isolated Oak Tree Objectives & Policies

Objective 10.4

Preserve existing Plan Area oak woodlands within open space preserves to the maximum extent practical.

Objective 10.5

Preserve oak woodlands and isolated oak trees in residential and non-residential development parcels wherever practical.

1 Oak woodlands consist primarily of Valley Oak (*Quercus lobata*), Blue Oak (*Quercus douglasii*), and Interior Live Oak (*Quercus wislizenii*); however, additional tree species do occur in the Plan Area oak woodlands, particularly in the vicinity of Alder Creek, including White Alder (*Alnus rhombifolia*), Oregon Ash (*Fraxinus oregona*), Fremont Cottonwood (*Populus fremontii*), California Buckeye (*Aesculus californica*) and Gray Pine (*Pinus sabiniana*).

2 Oak woodlands were identified by ECORP Consulting, Inc. using geographical information systems (GIS) technology, rectified aerial photographs and field observation.

Policy 10.13

Preserve and protect in perpetuity approximately 396.52-acres of existing oak woodlands.

Policy 10.14

The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP *Open Space Operations & Management Plan* approved concurrently with the FPASP.

Policy 10.15

Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:

- 10.15a** Cause a reduction in the number or of lots or a significant reduction in the size of residential lots.
- 10.15b** Require mass grading that eliminates level pads or requires specialized foundations.
- 10.15c** Require the use of retaining walls or extended earthen slopes greater than 4-feet in height, as measured from the bottom of the footing to the top of the retaining wall.
- 10.15d** Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees that pose a safety risk to the public.
- 10.15e** Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.

Policy 10.16

Isolated oak trees in residential and non-residential development parcels shall be rated according to national rating system (refer to *Table 10.1 – ASCA Tree Rating System*) developed by the American Society of Consulting Arborists (ASCA).

TABLE 10.1 ASCA TREE RATING SYSTEM		
RATING	RATING NO.	RATING DESCRIPTION
Excellent	5	No problem(s)
Good	4	No apparent problem(s)
Fair	3	Minor problem(s)
Poor	2	Major problem(s)
Hazardous or non-correctable	1	Extreme problem(s)
Dead	0	Dead

Policy 10.17:

As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.

Policy 10.18:

For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist's report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.

Policy 10.19:

Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.

Policy 10.20:

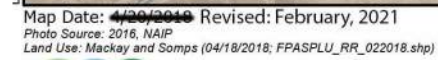
When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in *FMC Chapter 12.16 – Tree Preservation*. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of *FMC Chapter 12.16 – Tree Preservation*.



Isolated Oak Tree



Oak Woodlands



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Oak Woodlands Mitigation

To fully mitigate for impacts to oak woodlands, the FPASP will implement one or more of the mitigation measures listed below. Together, the mitigation measures will permanently protect approximately of 396.52-acres of existing Plan Area oak woodlands and create approximately of 245.63-acres of new oak woodland habitat either on-site or with a combination of on-site and off-site location(s). The combined total of existing preserved oak woodlands and newly created oak woodlands will equal approximately 642-acres. The final area (acres) of preserved and newly created oak woodlands may be adjusted on a project-by-project basis at the time of tentative parcel or subdivision map approval to compensate for minor changes in oak woodland and isolated oak tree canopy impacts.

Mitigation Measure 1: Preserve Existing Plan Area Oak Woodlands

The FPASP will permanently preserve and protect approximately 396.52-acres of existing oak woodlands. This figure represents 62% of the existing woodland habitat and 65% of the existing oak canopy in the Plan Area.

Mitigation Measure 2: Create Oak Woodlands within the Plan Area

Plant a combination of oak acorns, seedlings and oak trees (refer to Oak Woodlands Mitigation Planting Criteria below) within the boundaries of the Plan Area to create approximately 245.63-acres of new oak woodland habitat in the following Plan Area locations (refer to *Open Space Operations & Management Plan for allowable planting locations*):

- Non-wooded areas that are adjacent to or within the existing oak woodland habitat.
- Preserve and passive open space zones throughout the Plan Area.
- Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes).
- Other practical locations within the Plan Area adjacent to open space.

Mitigation Measure 3: Preserve and Protect Existing Off-site Oak Woodlands

Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of on-site mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity.

Mitigation Measure 4: Create Oak Woodlands Off-site

Plant a combination of oak acorns, seedlings and oak trees at off-site location(s), if needed, following the same guidelines as outlined in the Oak Woodland Mitigation Planting Criteria below. Planted areas would be placed under conservation easements and managed as oak woodlands in perpetuity.

Oak Woodlands Mitigation Planting Criteria

A minimum of 55 planting sites per acre (with a total of 70-units) will be required with additional minimum requirements of #1, #5 and #15 container plantings. Mitigation acreage that is planted solely with larger oak trees (no acorns) will have minimum of 35 planting sites per acre. Plantings will have unit values as outlined below:

- One established acorn equals one unit (acorns will be over planted to maximize potential germination).
- One oak seedling in a #1 container equals two units (minimum of 10% required).
- One #5 container oak tree equals three units (minimum of 10% required).
- One #15 container oak tree equals four units (minimum of 10% required).

- One 24-inch boxed oak tree equals six units.
- One transplanted oak tree equals four units per trunk diameter inch (DBH).
- The planting of non-oak species will be required as a component of oak woodland mitigation in order to augment the overall habitat value of these areas. Appropriate non-oak species will be determined by the city at the time of mitigation planting. Each non-oak planting will represent unit values as described above for oak trees, but no more than 10% of planting may be non-oak species to count as mitigation.

Ratios of planting types will vary based upon site specific conditions which will require an evaluation of several factors including irrigation needs, access, soil types, and evidence of natural oak recruitment. Some areas may be determined (in consultation with the City arborist) to be best suited for acorn planting only. These areas will not be subject to the minimum planting requirement of #1, #5 and #15 container stock.

Mitigation acreage will be monitored for eight years to ensure that a minimum of 80% of planted unit values are successfully established. Trees surviving after eight years, with a minimum of three years without maintenance or irrigation will be considered successfully established.

Isolated Oak Tree Mitigation

Isolated oak trees in commercial and residential development parcels may be removed according to the following criteria:

- Trees rated 0 or 1 may be removed with no mitigation
- Trees rated 2 may be removed with 50% of required mitigation
- Trees rated 3, 4 or 5 may be removed at full required mitigation

Isolated Oak Tree Mitigation Planting Criteria

For every one (1) diameter inch of removed oak tree, the mitigation shall be either:

- One half of a 24-inch boxed oak tree or,
- One oak tree in a #15 container or,
- Two oak trees in #5 containers or,
- \$150 or a fee set by Folsom City Council resolution.
- Replacement trees may be located within the boundaries of any development parcel, natural parkway, landscape corridor or passive or preserve open space zone.
- Native oak trees transplanted within the Plan Area will be granted double mitigation credit.

Exceptions

1. Isolated oak trees 24-inch (DBH) in diameter or larger, or a multi-trunked oak trees with an aggregate diameter of 40-inches or more (DBH) with a rating of 3 to 5 shall be retained unless retaining walls greater than 4-feet in height are required to save the tree.
2. Isolated oak trees 12-inch (DBH) to 24-inch (DBH) in diameter with a rating of 4 or 5 shall be retained unless retaining walls greater than 4-feet in height are required to save the tree. Trees with a rating of 2 or 3 may be removed if the cost to preserve the tree is greater than the cost to mitigate its loss based on the Isolated Oak Tree Mitigation Planting criteria above.

3. Isolated oak trees 5-inch (DBH) to 12-inch (DBH) in diameter with a rating of 4 or 5 shall be retained unless the cost to preserve the tree is greater than the cost to mitigate its loss based on the Isolated Oak Tree Mitigation Planting criteria above.
4. Isolated oak trees 1-inch (DBH) to 5-inch (DBH) in diameter that are preserved may be credited against oak tree mitigation requirements as follows:

TABLE 10.2 SMALL OAK TREE PRESERVATION CREDIT	
TRUNK DIAMETER OF TREE TO BE PRESERVED	MITIGATION TREE SIZE EQUIVALENT
1" or greater, but less than 2"	1 - #15 container tree or 2 - #5 container trees
2" or greater, but less than 3"	2 - #15 container trees
3" or greater, but less than 4"	3 - #15 container trees
4" or greater, but less than 5"	4 - #15 container trees

Oak Woodlands & Isolated Oak Tree Planting & Maintenance Agreement

A planting and maintenance agreement shall include a planting plan, planting and irrigation design details and a monitoring schedule for the five (5) year establishment period. Trees surviving after eight years, with a minimum of three years without maintenance or irrigation will be considered successfully established. An annual monitoring report shall be completed by 1 December of each year, including a summary of needed corrections, a proposed work plan and notice of compliance. All needed corrections shall be completed within 100 calendar days of receipt of the annual monitoring report.

- *Performance Security*

Security or other financing mechanisms acceptable to the city will be required to fulfill the planting and maintenance agreement.

- *No Additional Mitigation*

No additional oak woodlands and isolated oak tree canopy mitigation is required for subsequent tentative and final parcel maps, subdivision maps and infrastructure improvement projects that are in compliance with the mitigation requirements of this section, the *Open Space Operations & Management Plan* and the FPASP EIR/EIS.

- *Variances*

Requests for variances to the isolated oak tree mitigation described above shall follow the process outlined in Folsom Municipal Code chapter 17.62. Any variance request shall be given increased consideration by the city when the purpose of the variance is to preserve additional oak trees.

10.2.4 HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources in the Plan Area represents human occupation from prehistoric through historical time periods, with some limited prehistoric sites, and a greater number of historical sites dating from the early 19th century. The remnants of early nineteenth century settlement include ranching and grazing operations, followed by mid-century prospecting and mining activities. Documented historic resources include structural remnants of homesteads, barns and cabins, as well as rock walls, mine shafts, prospector pits, earthen dams, and ditches from the prospecting and mining period. The numerous historical and cultural studies within the Plan Area are summarized in a January 23, 2009 technical memorandum by ECORP, which organizes the studies by the property surveyed.



Prehistoric sites include the cluster of quartz boulders from which White Rock Road derives its name, and which contains evidence of prehistoric use as mortars. The boulders were also valuable to early settlers as travel markers. While a scattering of cultural and historic resources can be found across the entire Plan Area, prospecting and mining remnants are particularly concentrated in the Rhoads' Diggings Mining District and Alder Creek Corridor Mining District, portions of which are located within the Plan Area. These districts include remnants of early prospecting including ditches, earthen dams, ground sluices, mines, and the remains of encampments.

A significant concentration of historic and cultural resources is also found within the oak woodlands. Since much of the oak woodlands area will be preserved as open space, these historic and cultural resources will likewise be preserved for the enjoyment of residents and visitors.

Cultural Resources Objectives & Policies

Objective 10.6

Protect known historical and cultural resources subject to Federal, State, and local protection programs, and carry out additional surveys, as needed.

Policy 10.21

The following shall be prepared prior to extensive grading or excavation:

- 10.21a** Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.
- 10.21b** Areas found to contain or likely to contain archaeological resources shall be fully surveyed, to the extent required, to characterize and record the site. Any artifacts that are uncovered should be recorded and preserved on-site or donated to an appropriate organization to archive.
- 10.21c** An Archaeological Resources Report shall be prepared, as appropriate.
- 10.21d** Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).

Policy 10.22

Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the *FPASP Community Design Guidelines* and the *Open Space Operations & Management Plan*.

Policy 10.23

Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.

Policy 10.24

Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.

10.2.5 WATER QUALITY

The Plan Area lies within four separate watersheds: Alder Creek, Buffalo Creek, Coyote Creek and Carson Creek (refer to *Figure 10.3 – Watersheds*). Alder Creek and Buffalo Creek are tributaries of the American River; Coyote Creek and Carson Creek are tributaries of the Consumnes River. These creeks also serve many functions, including recreational opportunities, agricultural irrigation, wildlife habitat, and drinking water. The preservation of water quality in these creeks is therefore important to the overall water quality of the rivers that they are tributary to.

Urban development, especially the conversion of natural areas to impervious surfaces, plays a large part in the quantity and quality of runoff delivered to local creeks and rivers, and this in turn can degrade the beneficial uses of such protected “Waters of the State.” As described in the Sacramento NPDES Municipal Storm Sewer (MS4) Permit (to which the City of Folsom is a permittee), “implementation of best management practices (primarily, extended detention basins) for new urban development, along with elements of low impact development, such as on-site infiltration and hydromodification, are expected to further reduce pollutant concentrations and flows attributable to new urban development runoff”³. Refer to *Section 12.6 – Stormwater*, for more information regarding stormwater management strategies and requirements to comply with applicable permits and regulations designed to protect the beneficial uses of local waterways.

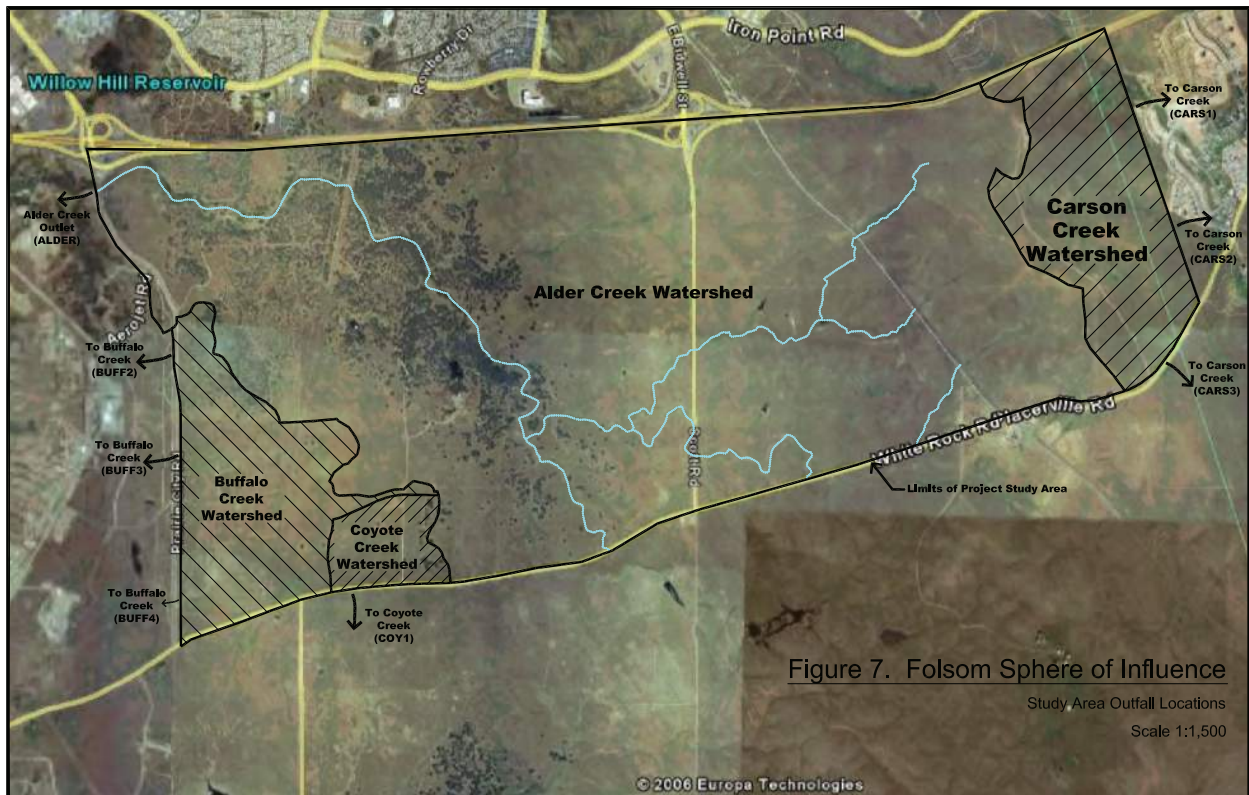


FIGURE 10.3 - WATERSHEDS

3 California Regional Water Quality Control Board, Central Valley Region. Order No. R5-2008-0142. NPDES No. CAS082597. Fact Sheet.

Water Quality Objectives & Policies

Objective 10.7

Protect and enhance existing water quality in the Plan Area through storm water best management practices and low impact development measures.

Policy 10.25

Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.

Policy 10.26

Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.

Policy 10.27

Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.

Policy 10.28

Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with *FMC Chapters 8.70 – Stormwater Management & Discharge Control* and *14.29 – Grading* as well as current NPDES permit requirements and State Water Resources Control Board's Construction General Permit requirements.

Policy 10.29

All mitigation specified in the FPASP EIR/EIS shall be implemented.

Policy 10.30

Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.

10.2.6 ALDER CREEK & FLOODPLAIN PROTECTION

The Alder Creek watershed is the largest of the four watersheds in the Plan Area. A significant portion of the Plan Area is designated as open space to protect and preserve oak woodlands, the Alder Creek corridor, and the integrity of the 200-year floodplain (refer to *Figure 10.4 – 200-Year Floodplain*). The Plan Area will rely on the natural character of the Alder Creek floodplain to carry flood flows. Creek bank erosion and scour shall be proactively managed to protect water quality, habitat, recreational resources, and public infrastructure such as bridges and power lines. In particular, hydromodification management controls shall be employed in development projects to limit the volume and duration of runoff flows to the creeks which contribute to erosion and habitat degradation, to satisfy the City of Folsom hydro-modifica-



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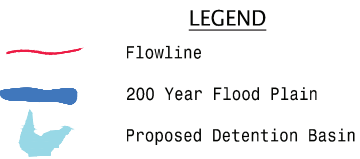


Figure 10.4
200 Year Flood Plain

ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

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tion management requirements in place when subsequent development approvals are sought, in compliance with the area wide NPDES municipal stormwater permit (refer to *Section 12 – Utilities* for additional information). Creek bank erosion stabilization projects shall secure the proper permits. The engineering of these projects shall give preference to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.

The FPASP shall comply with the Central Valley Flood Protection Act of 2008 (SB 5). The State Department of Water Resources is in the process of preparing the Central Valley Flood Protection Plan which will redefine the flood hazards zones based on the 200-year event storm.

Alder Creek & Floodplain Protection Objectives & Policies

Objective 10.8

Restrict uses and activities adjacent to Alder Creek in order to maintain its character and to protect the integrity of the 200-year floodplain.

Policy 10.31

Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.

Policy 10.32

All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).

Policy 10.33

Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.

Policy 10.34

New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to *Section 12.6 – Stormwater*).

Policy 10.35:

All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and *FMC Chapter 14.23 – Flood Damage Prevention*.

Policy 10.36:

Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in *FMC Chapter 10.28 – Bridges*.

Policy 10.37

Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to *Figure 7.29 – Bikerway Plan*).

Policy 10.38

All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.

Policy 10.39

Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.

Policy 10.40

Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.

Policy 10.41

Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.

Policy 10.42

Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.

10.2.7 AIR QUALITY

The FPASP seeks to address air quality through project design elements that reduce airborne particulates and pollutants identified as detrimental to public health and environmental sustainability. This section provides an overview of the public policy context that guides the implementation of project design measures as they relate to air quality, including the FPASP Operational Air Quality Mitigation Plan, as well as the California Global Warming Solutions Act of 2006 (AB 32) and the California Sustainable Communities and Climate Protection Act (SB 375).

The Sacramento Metropolitan Air Quality Management Board (SMAQMD) administers air quality incentives and regulatory programs within its jurisdiction to limit the production of pollutants and particulates and promote attainment of air quality standards established by the U.S. Environmental Protection Agency. Pursuant to the standards of the Federal Clean Air Act and State of California, the SMAQMD monitors the air quality for all of Sacramento County, including the City of Folsom. The SMAQMD also offers guidance on the application and implementation of various mitigation measures intended to offset anticipated operational emissions associated with a given project. As required by LAFCO Resolution 1195, a mandatory Operational Air Quality Mitigation Plan has been created in coordination with the SMAQMD to identify specific mitigation measures applicable to the Plan Area to reduce pollutants and improve air quality.

Specific measures identified in the Operational Air Quality Mitigation Plan are included as policies in the FPASP that seek to reduce overall vehicle emissions and vehicle miles traveled (VMT) through comprehensive land use and circulation planning. The FPASP planning principles of transportation options, compact development and mixed land uses arranged in patterns that are based on the traditional rectilinear grid of streets and blocks will assist in reducing vehicle miles traveled (VMT) and make neighborhoods more walkable. The FPASP also features a comprehensive system of Class I bike paths, Class II bike lanes, sidewalks and trails to encourage non-auto modes of travel. The most significant emission reducing feature of the Plan Area is the transit corridor and associated fixed route bus service that connects Plan Area neighborhoods and provides public transportation access to both local and regional destinations, thus further reducing vehicle miles traveled. Refer to Section 4 – Land Use and Section 7 – Circulation for additional information on emission reduction measures that have been incorporated as FPASP policies.



In addition, the FPASP is subject to AB 32 intended to limit greenhouse gas emissions to 1990 levels by 2020, and SB 375 designed to reduce greenhouse gas emissions by limiting vehicle emissions through reduced trips and greater vehicle efficiency. Both measures direct the California Air Resources Board to work with local governments including, the City of Folsom, as active implementation partners.

Air Quality Objectives & Policies

Objective 10.9

Improve air quality and reduce the production of greenhouse gas emissions affecting climate change through implementation of an approved Operational Air Quality Mitigation Plan.

Policy 10.43

An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCo *Resolution No. LAFC 1195* (dated 6 June 2001) the plan achieves a minimum 35% reduction in potential emissions than could occur without a mitigation program.

Policy 10.44

The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.

Policy 10.45

Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled *Air Quality and Land Use Handbook*, avoid locating residential land uses within 500-feet of U.S. Highway 50.

Policy 10.46

Prohibit wood burning fireplaces in all residential construction.

Policy 10.47

Provide complimentary electric lawn mowers to each residential buyer in the SF, SFHD and the MLD land use designations.

10.2.8 NOISE

An ambient-noise survey was conducted by EDAW on February 12 and 13, 2009, to document the existing noise environment at various locations in the Plan Area and vicinity. The ambient noise levels in the Plan Area are not generally influenced by noise generated by nearby commercial, industrial, and recreational land uses including the Aerojet Rocketdyne facility located adjacent to the western boundary of the Plan Area and the Prairie City State Recreational Vehicle Area (SRVA) located to the southwest of the Plan Area. However, occasional noise from outdoor testing of engines, fans, and other mechanical devices at the Aerojet Rocketdyne facility and from vehicles using the Prairie City SRVA may influence noise levels in the Plan Area. These noise sources will be considered in future studies addressing traffic and Aerojet Rocketdyne propulsion system and routine component testing as part of future project development approvals.

Traffic Noise

Existing traffic noise levels were calculated for roadway segments in the project vicinity using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) (FHWA 1978), and traffic data provided in the traffic impact study prepared for the Plan Area. The FHWA model is based on the California vehicle noise (CALVENO) reference noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. Truck usage and vehicle speeds on study area roadways were estimated from field observations and data from the California Department of Transportation (Caltrans) where available (Caltrans 2007: 146).

The existing noise environment in and surrounding the Plan Area is influenced primarily by surface-transportation noise emanating from vehicular traffic on area roadways. Vehicle traffic noise levels are attributed to U.S. Highway 50, Placerville Road, Scott Road, Prairie City Road, and White Rock Road.

Prairie City State Vehicular Recreation Area

The Prairie City SRVA is a facility managed by the California State Parks that serves recreational and competition users of off-road motorcycles, four wheel drive, and all-terrain vehicles (ATVs). The park is divided into areas that cater separately for four-wheel drive vehicles; motorcycles and ATVs; motocross; and off-road racing. The closest of these areas to the Plan Area is the four-wheel-drive area, which is located across the street from the southwest corner of the Plan Area.

Noise emissions from recreational off-road vehicles are governed in California by Assembly Bill (AB) 2274, Chapter 563, enacted in September 2002, and enforced by California State Parks. AB 2274 limits the noise level produced by recreational off-road vehicles manufactured after 1998 and vehicles defined as competition vehicles that were manufactured after 1986 to 96 dB at 20 inches from the exhaust pipe. It should be noted that during the ambient noise survey, off-road vehicles were audible in the Plan Area; however, noise attributable to the operation of off-road vehicles in the park could not be isolated and measured due to White Rock Road traffic noise levels dominating the immediate noise environment.

Aerojet Rocketdyne Facility

Aerojet Rocketdyne land is located south of U.S. 50 between Mercantile Drive and Prairie City Road, west of the SPA. Primary noise-generating activities at this facility have historically been associated with the testing of rocket and high-performance aircraft engines for use in military and aerospace applications. Aerojet Rocketdyne Holdings, Inc. is currently in the process of phasing out the testing of the large-diameter rocket and aircraft engines at this facility, although testing of smaller engines would

continue (Gunderson, pers. comm., 2005). The 65- and 75-dB noise contours associated with the firing of smaller rocket engines (60,000 pounds of thrust) extend to approximately 7,920 and 4,224-feet, respectively, from the test stand. Additional on-site noise sources associated with this facility include industrial operations such as manufacturing, cleaning, maintenance, heating and cooling, and pollution control activities. Based on prior noise studies conducted at Aerojet Rocketdyne, noise from these additional noise sources were not found to exceed County noise standards at nearby off-site receptors (County of Sacramento 1993).

According to the City of Folsom's General Plan Noise Element, "Noise sources involved in Aerojet Rocketdyne operations include testing of rocket engines, large hovercraft fans and high-pressure fire nozzles. Other engine testing could occur in the future. Noise produced by rocket engine testing typically includes a brief loud impulsive noise at ignition, followed by several seconds of sustained lower noise levels. Fan and nozzle testing may consist of sustained noise levels. Testing is usually conducted during daylight hours."

The City of Folsom's General Plan Noise Element recommends that noise from the Aerojet Rocketdyne facility be considered in acoustical analyses prepared for noise-sensitive development in the South Folsom Planning Area between Folsom Boulevard and Prairie City Road. It is reasonable to infer that the intent of this recommendation also applies to noise-sensitive land uses east of Prairie City Road, including the Plan Area.

Mather Airport

Mather Airport (formerly Mather Air Force Base [AFB]) has been open as a public-use air cargo and general-aviation airport since May 5, 1995. Managed by the County of Sacramento Department of Airports, the airport, which operates 24-hours per day, consists of two primary runways: one 11,300-feet long and the other 6,100-feet long, generally aligned in a northeast-to-southwest direction. Mather Airport is a joint-use facility that supports both military and commercial operations, and it is rapidly developing as an air cargo depot. The airport includes approximately 40-acres of exclusive air cargo ramp space. Mather Airport is a designated back-up airport for Sacramento International Airport if it is closed by an emergency.

Following the closure of Mather AFB in 1988, the County of Sacramento adopted a reuse plan for the Airport in fall 1991. The Airport Land Use Compatibility Plan (ALUCP) for Mather Airport was subsequently adopted in May 1997. Prior to the opening of Mather Airport as a public use airport in May 1995, the County of Sacramento performed the required Federal and state environmental analyses to determine the environmental impacts of Mather Airport on the surrounding communities. Aircraft noise was one of the many areas evaluated in that environmental impact statement (EIS).

A "capacity" noise contour was developed to account for the potential growth in aircraft operations at the yet unused public use airport. The noise contours included operations by cargo jets, military jets, business jets, propeller-driven aircraft, and helicopters. Although the level of operations modeled were well beyond what was anticipated to actually occur when the airport opened, the resulting noise contours did not extend into noise sensitive areas. The Mather Airport EIS received Federal and state approvals and the Airport began operation as a public use airport in May 1995. Therefore, the "capacity" contour represents the expected worst maximum extent of the 60 and 65 dB CNEL contours from the airport. The noise contours produced by present traffic levels at the airport and the contours that would be produced by the increased traffic levels if Sacramento International Airport were temporarily closed due to an emergency, would be of a lesser extent than the capacity contour.

The Plan Area is not located within the currently adopted 60 and 65 dB CNEL noise contours of the ALUCP for Mather Airport. These noise contours have been proposed for revision as part of the development of the *Mather Airport Master Plan*, which is currently being prepared by the Sacramento County Airport System. However, even with these revisions, the nearest 60 dB CNEL noise contour would be approximately 5,000-feet to the west of the nearest Plan Area boundary line.

Noise Objectives & Policies

Objective 10.10

Reduce the effect of noise impacts on the community by implementing mitigation measures identified in the FPASP EIR/EIS.

Policy 10.48

Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.

Policy 10.49

Noise from Aerojet Rocketdyne propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.

Policy 10.50

The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that overflight noise may be present at various times.

Policy 10.51

Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport

10.3 SUSTAINABLE DESIGN

One of the six guiding principles of the FPASP is sustainable design: the conscious effort to make use of design practices intended to lower greenhouse gas emissions, reduce water consumption and energy use and to preserve natural resources for the use and enjoyment of future generations. The FPASP sustainable design objectives and policies promote “green” site and building practices, low impact development strategies, energy conservation policies and water conserving principles to meet the challenges of global warming while complying with on-going and updated state rules and regulations. Additionally, the sustainable land use patterns and alternative transportation options outlined in *Section 4–Land Use* and *Section 7 – Circulation* are designed to reduce vehicle miles traveled (VMT) which should, along with sustainable development measures discussed in the following subsections, help reduce greenhouse gas emissions as prescribed in AB 32 and SB 375.

10.3.1 SITE PLANNING & DEVELOPMENT

One of the most effective sustainable design practices is the preservation of existing natural resources. As described in *Section 10.2 – Resource Management*, the FPASP resource management objectives and policies require the preservation of significant areas of oak woodlands, natural drainages including Alder Creek and its tributaries, wetlands, historic and cultural features, and wildlife habitat. Sensitive site planning and development practices are the keys to ensuring the preservation of valuable Plan Area natural resources.

In addition to the sustainable land use, circulation, utilities and grading objectives and policies described in *Sections 4, 7, 12* and *Appendix A – Development Standards*, the following low impact development and landscaping objectives and policies will insure that stormwater management practices do not negatively impact the environment and that landscaping does not overly impact scarce water resources.

Low Impact Development

Low Impact Development (LID)⁴ is an approach to land development that works with nature to manage stormwater as close to its source as possible. The proposed stormwater system serving the Plan Area will employ a balanced centralized and Low Impact Development (LID) stormwater management system that will capture and treat stormwater runoff both at its source as well as in centralized detention basins. The drainage system in the Plan Area will preserve open space and undisturbed site areas and provide functional landscaping for infiltration, evaporation, and stormwater treatment. The majority of Alder Creek and its tributaries will be preserved in open space as part of the Plan Area open space plan. Stormwater facilities consisting of surface swales and detention basins will be constructed along natural drainage courses on the project site to mimic natural drainage patterns.

LID techniques will be utilized for individual lots, landscape corridors, parks and streets while centralized detention basins will serve the passive open space areas and development parcels in the Plan Area. LID features that may be incorporated in the Plan Area stormwater system include drainage courses within landscaped greenways and buffers; drainage swales in roadways or parking medians or planting strips; planter boxes and vegetated curb extensions along neighborhood streets; or rain or infiltration gardens to enhance the civic and recreational quality of the Plan Area. Refer to *Section 12 – Utilities* for additional information on the proposed Plan Area low impact development features.

4 U.S. Environmental Protection Agency LID Fact Sheet

Low Impact Development Objectives & Policies

Objective 10.11

Incorporate low-impact development design strategies and techniques into the overall storm water drainage and water quality systems in the FPASP.

Policy 10.52

Site specific development projects shall incorporate LID design strategies that include:

- 10.52a** Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;
- 10.52b** Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;
- 10.52c** Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;
- 10.52d** Maintaining natural drainage courses; and
- 10.52e** Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:
 - Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and
 - Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes containing grass or other low-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies).

Landscaping

Landscaping has intrinsic aesthetic value, contributes and enhances community character and identity and affords shade during the hot summer months. However, given the community's constrained water resources and the likelihood of future limitations on water supply, landscaping must be carefully selected to minimize water use. Reduced water use also results in less energy required to pump and distribute water for irrigation. The following objectives and policies are intended to guide the design and maintenance of sustainable landscaping elements.

Landscaping Objectives & Policies

Objective 10.12

Select landscaping materials and apply implementation practices that conserve water.

Policy 10.53

The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.

Policy 10.54

The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.

Policy 10.55

Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City of Folsom Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP *Open Space Operations & Management Plan*.

Policy 10.56

Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.

10.3.2 ENERGY EFFICIENCY

This section focuses on energy efficiency measures that can be incorporated through building and site design. Technology and design techniques can afford significant reductions in energy use; however, more advanced technology is likely to become available during phasing and should be implemented, affording such benefits as greater efficiency, ease of implementation, and cost effectiveness. The following objectives and policies have therefore been written to accommodate the best options available at the time of implementation.

Energy Efficiency Objectives & Policies***Objective 10.13***

Comply with all mandatory requirements of the latest edition of the California Green Building Standards Code (CALGreen Code) and encourage conformance with CALGreen Code Tier 1 and Tier 2 voluntary green building practices.

Objective 10.14

Incorporate alternative energy technologies into building design, whenever feasible, to include wind, solar, geothermal or appropriate emerging technologies available at the time of construction.

Objective 10.15

Reduce energy use through energy efficient technology and conservation techniques.

Policy 10.57

Conservation of energy resources will be encouraged through site and building development standards.

Policy 10.58

Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.

Policy 10.59

Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.

Policy 10.60

Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.

Policy 10.61

Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.

Policy 10.62

Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.

Policy 10.63

Office park uses shall install automatic lighting and thermostat features.

Policy 10.64

Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.

Policy 10.65

Install Energy Star certified equipment and appliances including:

10.65a Residential appliances; heating and cooling systems; and roofing; and

10.65b Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing.

Policy 10.66

Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards.

10.66a Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines.

10.66b Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels.

10.66c Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.

Policy 10.67

Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.

Policy 10.68

Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.

Policy 10.69

The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.

Policy 10.70

The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of on-site renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.

10.3.3 WATER CONSERVATION & EFFICIENCY

There is growing awareness that water is a finite resource which must be carefully managed to ensure its continued availability. The City of Folsom is a water purveyor within its boundaries, and to some areas outside of the city. Conservation will help to ensure that supplies are available and the following objectives and policies define how buildings and landscape irrigation can incorporate technology and programs that promote water conservation.

Water Efficiency and Conservation Objectives & Policies

Objective 10.16

Comply with all relevant State and City ordinances and programs that promote water conservation, including water conservation measures recommended by the California Department of Water Resources and the Folsom Water Management Program.

Objective 10.17

Incorporate non-potable water infrastructure, such as purple pipes, where a source of non-potable water for reuse is available or is anticipated to be available in the future.

Objective 10.18

Provide information to the public regarding water conservation practices and programs.

Policy 10.71

All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.

Policy 10.72

A backbone “purple pipe” non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.

Policy 10.73

Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500-square feet requiring a building or landscape permit, plan check or design review.

10.3.4 MATERIAL CONSERVATION & RESOURCE EFFICIENCY

The conservation and efficient use of building materials reduces the environmental impact of resource extraction, processing and transportation, saves natural resources, produces less waste and results in lower construction costs. Promotion of green building products and practices promotes conservation of dwindling non-renewable resources.

Material Conservation and Resource Efficiency Objectives & Policies

Objective 10.19

Whenever possible, use building materials that have a high recycled content, or are harvested from sustainable managed sources, manufactured with resource-efficient processes, are found locally or regionally, can be easily dismantled and reused or recycled and have a long-life expectancy.

Policy 10.74

Use “Green” certified construction products whenever feasible.

Policy 10.75

Prepare a construction waste management plan for individual construction projects.

Policy 10.76

A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.

Policy 10.77

Topsoil displaced during grading and construction shall be stockpiled for reuse in the Plan Area.

10.3.5 ENVIRONMENTAL QUALITY

Certain building products present hazards to the environment including depletion of the earth’s ozone layer, global warming and unhealthy indoor environments. Limiting or eliminating these products will enhance the comfort, health and livability of Plan Area homes and offices.

Environment Quality Objectives & Policies

Objective 10.20

Whenever feasible, reduce or eliminate the use of building products that may harm the earth’s ozone layer, contribute to harmful indoor air quality and/or contribute to global warming.

Policy 10.78

All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).

Policy 10.79

All fire suppression systems and equipment shall not contain halons.

Policy 10.80

Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.

Policy 10.81

Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.

Policy 10.82

Limit the use of volatile organic compounds (VOC) in all construction materials.

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PUBLIC SERVICES & FACILITIES

11

11.1 INTRODUCTION

The Plan Area is envisioned and designed as a balanced community that does not create a burden upon existing City public services or infrastructure. To this end, the FPASP includes the necessary public services and facilities intended to support the needs of Plan Area residents and to provide alternative locations for public services for residents of the remainder of the City of Folsom. Public services and facilities included in the Plan Area include schools, parks, a municipal services center and library, police and fire stations and other public services and facilities that serve residents of the Plan Area (refer to *Figure 11.1 – Public Services & Facilities*).

11.2 PUBLIC SERVICES & FACILITIES OBJECTIVES & POLICIES

The FPASP incorporates a number of Public Services and Facilities objectives and related policies intended to guide the development of the Plan Area including:

OBJECTIVE 11.1

Provide public services, including police, fire protection, schools and other public services necessary to meet the needs of the Plan Area residents.

OBJECTIVE 11.2

Conserve natural resources through the use of energy efficient systems and technologies in all public services buildings.

Policy 11.1

Public schools will be constructed in the Plan Area in accordance with the Folsom City Charter and state law.

Policy 11.2

All public service facilities shall participate in the city's recycling program.

Policy 11.3

Energy efficient technologies shall be incorporated in all public service buildings.

Policy 11.4

Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.

Policy 11.5

The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.

Policy 11.6

Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.

Policy 11.7:

If the existing slope of a public facilities site shown on *Figure 11.1 – Public Services & Facilities*, exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.

Policy 11.8:

Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the school provisions in Measure W (Folsom Charter provision Section 7.08D) and incorporate school impact mitigation requirements as provided in LAFC Resolution No. 1196, Section 13.

11.3 PUBLIC SCHOOLS

The Plan Area is within the boundaries of the Folsom Cordova Unified School District (District) and it will serve all of the Plan Area. The District encompasses approximately 95-square miles including the Cities of Folsom and Rancho Cordova and portions of the unincorporated areas of Sacramento County. The district serves grades K-12 and its 2012 enrollment was approximately 19,117 students. The District currently operates nineteen elementary schools, one charter school, four middle schools, three comprehensive high schools, two continuation schools, and four alternative and adult education centers. The District also offers state and title 1 preschool programs. The City of Folsom and the District have an existing agreement for the joint use of school and park facilities. Pursuant to General Plan Policy 39.5, the city will continue its joint use and development arrangement with the District for school and park facilities.

With the passage of Measure M in March of 2007, the District created its third School Facilities Improvement District (SFID 3) which encompasses District areas south of Highway 50, including the Plan Area, portions of the unincorporated areas of Sacramento and portions of Rancho Cordova. The passage of Measure M allows the District to issue up to \$750 million in general obligation bonds over the next twenty or more years to assist in building schools within SFID 3. In addition to issuing general obligations bonds, the District also anticipates the need for developer fees and state funding to complete the construction of new schools in SFID 3.

The Folsom Cordova Unified School District endeavors to keep class sizes small; however, due to facility and financial restrictions this is not always possible. The District implemented class size reduction in elementary school grades 1 through 3 several years ago which has an immense impact for additional elementary classroom space.

TABLE 11.1 FCUSD STUDENT GENERATION FACTORS			
Grade Level	Single Family (SF)	Single Family Attached (SFA)	Multi-Family (MF)
K-5	0.32	0.12	0.11
6-8	0.15	0.10	0.08
9-12	0.17	0.14	0.03
Special Education	0.03	0.02	0.01
Totals	0.67	0.38	0.23

[1] From November 2013 FCUSD Master Plan

The District's 2013 Master Plan¹ outlines student yield factors for single family and multi-family residential land uses (refer to *Table 11.1 – FCUSD Student Generation Factors*). Based on a specific plan build-out of 11,461 dwelling units and the District's student generation factors, the projected Plan Area student yield is 4,910 students (refer to *Table 11.2 – Projected Plan Area Students*).

1 Folsom Cordova Unified School District Master Plan, November 2013.

TABLE 11.2
PROJECTED PLAN AREA STUDENTS

Residential Land Use	Dwelling Units	K-5 Elementary Student Yield Factor	K-5 Elementary School Population	6-8 Middle School Student Yield Factor	6-8 Middle School Population	9-12 High School Student Yield Factor	9-12 High School Student Population	Special Ed. Student Yield Factor	Special Education Student Projection
Single Family (SP-SF)	1,448	0.32	463	0.15	217	0.17	246	0.03	43
Single Family High Density (SP-SFHD)	3,477	0.32	1,113	0.15	522	0.17	591	0.03	104
Single Family High Density (SP-SFHD) AA [1]	1,052	0.00	0	0.00	0	0.00	0	0.00	0
Multi-Family Low Density (SP-MLD) [2]	114	0.32	36	0.15	17	0.17	19	0.03	3
Multi-Family Low Density (SP-MLD) AA [4]	167	0.00	0	0.00	0	0.00	0	0.00	0
Multi-Family Low Density (SP-MLD) [3] [5]	2,246	0.12	270	0.10	225	0.14	314	0.02	45
Multi-Family Medium Density (SP-MMD) [5]	920	0.11	101	0.08	74	0.03	28	0.01	9
Multi-Family High Density (SP-MHD) [5]	1,756	0.11	193	0.08	140	0.03	53	0.01	18
Mixed Use (SP-MU)	281	0.11	31	0.08	22	0.03	8	0.01	3
Totals	11,461		2,207		1,217		1,260		226

Total Student Generation 4,910

[1] Calculated as Active Adult per Russell Ranch Lots 24-32 (PN 17-288) and Toll Brothers at Folsom Ranch (PN 19-091)

[2] Calculated as Single Family (SF).

[3] Calculated as Single Family Attached (SFA)

[4] Calculated as Active Adult per Toll Brothers @ Folsom Ranch (PN 19-091)

[5] Includes dwelling unit allocations in Parcels 61, 77, 78, and 85A

Based on state and district recommended school sizes, the Plan Area may create a demand for 3.6 elementary schools; 1.4 middle schools and 0.6 high schools (refer to *Table 11.3 – Schools Required for Plan Area*).

Accordingly, the FPASP identifies sites for five elementary schools, one middle school, and one high school. The proposed high school site provides for the construction of a full-size high school, although the number of projected Plan Area high school students is less than the District's recommended high school size (refer to *Table 11.3 – Schools Required for Plan Area*). Therefore, construction of the high school is expected to occur incrementally, over an extended period of time. During the initial phases of Plan Area construction, middle and high school students may attend existing schools north of Highway 50. The final location and sizing of schools will be determined at the tentative and final subdivision or parcel map stage of development consistent with General Plan Policies 16.3 through 16.6 and the district's master plan requirements.

TABLE 11.3
SCHOOLS REQUIRED FOR PLAN AREA

Grade Level	Projected Plan Area Students	School Size from District Master Plan	Schools Required
K-5	2,207	625	3.5
6-8	1,217	900	1.4
9-12	1,260	2,000	0.6
Special Education	226		
	4,910		

Special education students are weighted by grade group and included in the corresponding grade group for the calculation of the number of schools required.

HIGH SCHOOL

The proposed high school is located on a 55.4-acre site (*Parcel 17A*) in the southeast region of the Plan Area adjacent to an open space corridor. The high school site is accessed from Mangini Parkway on the north and Oak Avenue to the east. The proposed site is sized to accommodate a campus for approximately 2,000 students. It is expected that the high school will be constructed incrementally, over an extended period of time as development of the Plan Area proceeds. The final size and construction schedule of the high school will be based on the rate of development in the Plan Area and the capacity of other existing district school facilities.

MIDDLE SCHOOL

The proposed middle school is located on a 22.2-acre site (*Parcel 165A-1*) in the walkable central region of the Plan Area adjacent to elementary school 4, neighborhood park 4 and open space. The site is accessed from local streets that connect with Mangini Parkway. The proposed site is sized to accommodate a campus for approximately 900 students. The final size and construction timing of the middle school will be based on the rate of development in the Plan Area and the capacity of existing district school facilities.

ELEMENTARY SCHOOLS

Elementary School 1 (Parcels 216A & 270A)

Located adjacent to Empire Ranch Road in the eastern uplands of the Plan Area, this 10.02-acre school site is directly adjacent to neighborhood park 1 and will serve Plan Area residents in the eastern Plan Area.

Elementary School 2 (Parcel 81)

Located adjacent to Savannah Parkway, in the north-central region of the Plan Area, this 10.04-acre school site directly adjacent to neighborhood park 2. This school will serve Plan Area residents on both sides of Savannah Parkway and the area bounded by East Bidwell Street, Highway 50 and the Sacramento-Placerville Transportation Corridor.

Elementary School 3 (Parcel 135)

Located adjacent to Street A, in the south central portion of the Plan Area, this 10.0-acre school site is directly adjacent to neighborhood park 3 and serves residents in the area bounded by White Rock Road, East Bidwell Street, an open space corridor and the Sacramento-Placerville Transportation Corridor.

Elementary School 4 (Parcel 163)

Located adjacent to local streets, in the central portion of the Plan Area, this 11.44-acre school site is located directly adjacent to neighborhood park 4 and will serve town center residents and high density single family neighborhoods.

Elementary School 5 (Parcel 22): Located adjacent to local streets in the most western portion of the Plan Area, this 10.03-acre school site is located directly adjacent to Local Park 5 and serves residents in the western portion of the Plan Area.

SCHOOL SITES

The FPASP identifies 129.1-acres for District school sites. All Plan Area properties proposed to satisfy school requirements will be located on land that is, or will be made, suitable for school construction consistent with the requirements of the district's master plan.

<i>High School/Middle School</i>	<i>55.4-Acres</i>
<i>Middle School</i>	<i>22.2-Acres</i>
<i>Elementary Schools</i>	<i>51.5-Acres</i>
<i>Total Reserved School Sites</i>	<i>129.1-Acres</i>

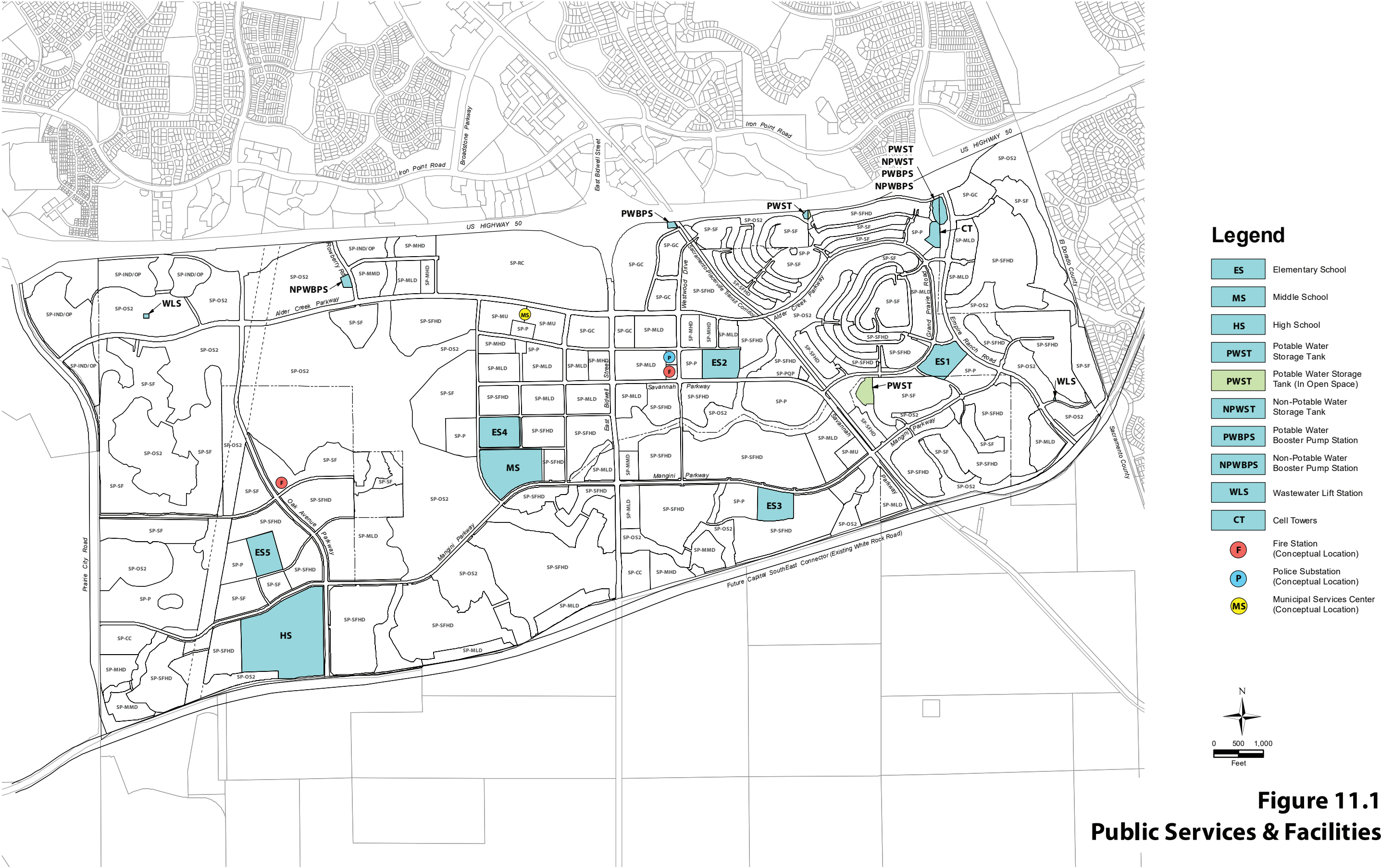


Figure 11.1
Public Services & Facilities

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11.4 MUNICIPAL SERVICES CENTER

The town center is the preferred location for the proposed municipal services center (Center). The Center will serve as a community amenity and focal point for Plan Area residents and may provide space for several city uses and facilities including a customer center for utility bill and license payments, park and recreation registration, building planning and permit processing, employment applications, code enforcement, and other public services. In addition, the center may have an information technology center and the capacity to hold various community meetings and have public computer access. Outdoor sitting and eating areas, landscaping and lighting, and bicycle and automobile parking will complete the design of the center. The municipal services center will be accessible to pedestrians and cyclists as well as users of public transportation. The city will prepare a program for the center that will determine its ultimate site size and building area. The FPASP anticipates a building of approximately 39,000 square feet on a site of approximately 2.5 to 3.0-acres directly south and adjacent to local park 1 in the town center (refer to *Figure 11.1 – Public Services & Facilities*). The exact location of the municipal services center will be determined at the time a master plan is prepared for the facility.



BRANCH LIBRARY

Currently, the City of Folsom offers its residents library services from two locations: the first is the Folsom Public Library, Georgia Murray Building, opened in 2007, located adjacent to the Folsom City Hall; the second, is the recently opened Norman R. Siefkin Public Library located on the campus of Vista del Lago High School, the city's first joint-use library. The combined collections number over 98,000 items and support students at the elementary and secondary levels while serving as learning and educational centers for all residents of the community including the Plan Area.

Currently, the two existing city libraries provide over 37,000-square feet of library space, or approximately .57 square feet per capita for Folsom's estimated 2016 population of 77,246². The library needs of the Plan Area can be satisfied by one moderately sized library of approximately 15,000-square feet in the proposed municipal services center.

² State of California, Department of Finance, E-4 Population Estimates for Cities, Counties and the State, 2011-2016 with 2010 Census Benchmark. Sacramento, May 2016..

11.5 PUBLIC SAFETY

LAW ENFORCEMENT

The Folsom Police Department (FPD) consists of 125 officers and support staff working out of the main police station at 46 Natoma Street. The Department's Field Operations Division consists of a patrol bureau; SWAT, HNT and TDT teams, K-9 and mounted units, a crime scene investigation unit and a traffic bureau. The FPD also manages the Citizens Assisting Public Safety (C.A.P.S) program, a volunteer citizen group co-sponsored by the Folsom Fire Department.

In January of 2008, the Folsom City Council approved *Resolution No. 8215* adopting the Law Enforcement Service Delivery Plan (SDP) 2008-2011³. The SDP notes that the current officer to population ratio in the city is 1.33 officers per 1,000 residents. However, the SDP recommends against using ratio methods for defining staffing and response decisions and suggests using Patrol Allocation Modeling (PAM) for accurately assessing personnel needs.

Based on the projected Plan Area population, approximately 45 to 55 additional sworn officers and staff will be required to maintain the city's current level of service at plan build-out. The SDP Service Delivery Plan recommends that a small police substation be located in the regional commercial center and that a second substation or new police facility be located in the Plan Area. The SDP further recommends that "two options can be considered: 1) Build a police sub-station in the Plan Area to accommodate service delivery needs in that area. 2) Assess the future needs on the Folsom City Hall campus for other departments that the current police facility could fulfill. If identified, build the new police facility in the Plan Area to serve all of Folsom and re-program the current police facility to meet the identified needs. It is recommended that the city retain the services of a police facility design firm to conduct a Folsom City Hall needs assessment for the reprogramming of the police facility and the development of conceptual plans for a new police facility within the Plan Area. If a new police facility is constructed within the Plan Area, these costs would be apportioned based on the service delivery impact of the Plan Area. The FPASP recommends that the second substation or new police facility be located on a site directly adjacent to FS #2 (refer to *Figure 11.1 – Public Services & Facilities*).

The precise size and required site area of the police substation or new facility will be determined by the FPD, as approved by the Folsom City Council. The FPASP anticipates a site of approximately 2-acres directly adjacent to East Bidwell Street, immediately north of proposed FS #2 as adequate to serve the needs of a new substation. Construction of a new substation is expected to be completed when there is a Plan Area population of approximately 10,000 persons in the 8th year of Plan Area development. The police substation site will be dedicated to the city as determined by the provisions of the Development Agreement between the property owners and the city.

FIRE PROTECTION

The City of Folsom Fire Department (FFD) currently has 85.5 authorized positions and provides administration, fire protection and emergency medical services for a 24-square mile area. The FFD also manages the Community Emergency Response Team program, a volunteer citizen group co-sponsored by the Folsom Police Department. The FFD currently operates four stations (Numbers 35, 36, 37 & 38) that provide administrative services, and city-wide fire, rescue and emergency medical services. A fifth station (No. 39), located at Empire Ranch Road and Ritchie Street on a 1.02-acres site is scheduled for future construction in fiscal year 2017-18. Station 39 will be located adjacent to a proposed 5.75-acre neighborhood park.

3 City of Folsom Law Enforcement Service Delivery Plan 2008-2011.

On January 23, 2007, the Folsom City Council adopted Resolution 7979, approving the revised emergency fire and medical response time standards that will also be used to determine fire and medical response time standards in the Plan Area. On 12 May 2009, the Folsom City Council approved the FFD Service Delivery Improvement Plan (SDIP)⁴ that recommends improvements to the Department's service and mission areas.

The City of Folsom Fire Department currently operates at a ratio of approximately 1.6 fire staff per 1,000 residents or approximately one fire station per 13,000 residents. Consistent with Appendix E of the SDIP, The Folsom Fire Department is planning for two additional fire stations to be located within the Plan Area. These fire station sites are envisioned to be approximately 1.2 to 2 acres in size each and may, as is the case with Station No. 39, be located adjacent to a neighborhood park. The proposed fire stations will also include meeting rooms for public meetings. The FPASP proposes one fire station (FS #1) to be located west of the oak woodlands open space adjacent to Oak Avenue; the second station (FS #2) is proposed for a location immediately east of East Bidwell Street, adjacent to Savannah Parkway, on a site adjacent to the proposed police substation (refer to *Figure 11.1 – Public Services & Facilities*). Phase IV – Milestone of the Service Delivery Improvement Plan recommends opening the first fire station in the Plan Area as either a permanent or temporary facility to coincide with initial development within the Plan Area. The SDIMP further recommends staffing the first permanent fire station with fifteen firefighters, one FTE Fleet Mechanic, one emergence management coordinator and increasing the EMS CQI Nurse Educator to two half-time positions. The precise size and location of the fire station sites will be determined upon completion of response time analysis studies by the FFD, as approved by the city Council. Fire station sites will be transferred to the city as a condition of tentative subdivision map approval as determined by the provisions of the Development Agreements between the property owners and the City.



The El Dorado Hills Fire Department (EDHFD) currently serves, approximately 178-acres in the northeastern portion of the Plan Area as a multi-jurisdictional District. EDHFD may continue serving this portion of the Plan Area.

HOSPITAL CARE

Mercy Hospital of Folsom is the primary healthcare resource for a population of more than 100,000 residents in Folsom and the surrounding foothill communities. Located on Creekside Drive, in the center of Folsom, Mercy Hospital provides surgical services with four operating rooms, a Family Birth Center, Rehabilitation and Occupation Medicine programs, radiological services and a recently expanded emergency facility. For the foreseeable future, Mercy Hospital of Folsom will be the primary provider of hospital services for the Plan Area.

Additional Folsom hospitals include the Kindred Hospital Sacramento, located on Fargo Way, a 39-bed long-term acute-care hospital with four ICU beds that was opened in 1992 to care for medically complex long-term patients. A full range of clinical services is available including critical care nursing; surgical services; respiratory care; physical, occupational and speech therapy; diagnostic laboratory services; pharmacy; dietary services and social services.

Walk-in care is also available at several locations in Folsom including Urgent Care Center of Folsom, Med 7 Urgent Care Center and Rapid Care Walk-in Medical Group.

Future plans for Folsom hospitals include a new Kaiser comprehensive medical center campus of 1.2 million square feet located adjacent to the Broadstone shopping center on East Bidwell Street, just north of Highway 50. Plans for the campus include a 224 bed hospital, an ambulatory surgery center and medical offices to be built over a twenty-five-year period. The ambulatory surgery center opened in late 2008 is currently operating; however, construction of the remainder of the hospital campus is not expected to begin before 2019.

Additional health care facilities within the Folsom Plan Area Specific Plan are now anticipated by virtue of the Dignity Health Planned Development Permit.

UTILITIES 12

12.1 INTRODUCTION

This section of the FPASP outlines the major backbone infrastructure required to support development of the Plan Area. The information is presented at a conceptual level in order to provide an overview of the distribution, location, and extent of infrastructure. The proposed infrastructure and utility improvements as shown are to be considered conceptual only, as additional infrastructure may be required to fully develop the Plan Area, as well as individual properties. The exact sizing and location of proposed utilities will be determined during the tentative and final mapping process, but should closely follow *Figures 12.1 – Potable Water Plan, 12.2 – Non-Potable Water Plan, 12.3 – Wastewater Plan and 12.4 – Stormwater Plan* contained in this section of the FPASP, as well as the more detailed utility layouts contained in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan.

A significant amount of on and off-site infrastructure improvements are necessary to ensure the conveyance of water, non-potable water for irrigation, wastewater, and stormwater for the Plan Area. The costs associated with these improvements and various implementation programs required to construct, manage, and maintain these facilities are described in *Section 13 – Implementation* and in the *Public Facilities Financing Plan (PFFP)*.

There are several locations in the Plan Area where the various components of the utility infrastructure will cross through sensitive habitat areas or floodplains. Each utility crossing shall be reviewed and studied on an individual basis to determine the best crossing method for minimizing impacts to natural resources to the extent feasible. Methods such as bore and jacking, tunneling, direct bury or bridging will be considered to best meet the objectives and policies of the FPASP. The utilities described in this section include water, wastewater, non-potable water, stormwater, dry utilities and solid waste.

12.2 UTILITIES OBJECTIVES AND POLICIES

The FPASP incorporates a number of objectives and related policies intended to guide the development of the Plan Area. Objectives and policies related to utilities include:

Objective 12.1

Provide the necessary utilities to meet the needs of Plan Area residents.

Objective 12.2

Conserve resources through the use of energy efficient utility systems and technologies.

Objective 12.3

Locate utilities in locations that minimize impacts on natural resources including oak woodlands, Alder Creek and its tributaries, intermittent creek channels, wetlands and cultural resources

Policy 12.1

Consistent with the provisions of the City of Folsom Charter Article 7.08 (A), The FPASP shall “Identify and secure the source of water supply(ies) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.”

Policy 12.2

Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure required to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.

Policy 12.3

Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.

Policy 12.4

Utilize Best Management Practices (BMPs) where feasible and appropriate.

Policy 12.5

Urban runoff will be treated prior to discharging to a water of the state (i.e. creeks, wetlands) in accordance with the city's most current Municipal Stormwater Permit requirements for new developments.

Policy 12.6

Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the city's stormwater quality development standards.

12.3 POTABLE WATER

The City of Folsom Environmental & Water Resources Department provides water services within the city. As undeveloped land, the Plan Area is not currently served by the City of Folsom Environmental & Water Resources Department, and there is no existing water infrastructure within the Plan Area boundaries.

WATER DEMAND

In 2009, a Water Supply Assessment for the Plan Area was prepared by Tully & Young and updated in June of 2016. The assessment identifies a water demand of approximately 5,6000-acre feet in an average precipitation year. The calculations are based on *Figure 4.1 – Land Use*, *Table 4.1 – Land Use Summary* and the water efficiency and conservation objectives and policies outlined in *Section 10.3.3 – Water Conservation & Efficiency*.

WATER SUPPLY AND INFRASTRUCTURE

As discussed in *Section 1.7 – Relationship to Relevant Planning Documents*, the Folsom City Charter was amended to require a new source of water be identified and secured for the Plan Area. The City of Folsom identified a supply through a rigorous analysis of their entire water supply system entitled the Water System Optimization Review Program (SOR). The analysis concluded that through implementation of various water conservation mandates, measures and demand reduction techniques, 6,450-acre feet of annual water supply is surplus to the present and forecasted future demand of the City's existing water users. This supply is consistent with the terms of the City's Charter Amendment referred to as Measure W.

In December 2012, the city entered into a Water Supply Agreement with the landowners to provide a portion of the surplus water supply to the Plan Area to meet the build-out demand estimated at 5,600-acre feet annually. On December 11, 2012, the Folsom City Council approved and certified an Addendum to the Environmental Impact Report for the Folsom Plan Area Specific Plan project for purposes of analyzing an alternative water supply for the project (*Resolution No. 9096*). On that same date the Council also approved a Water Supply and Facilities Financing Plan and Agreement (*Resolution No. 9097*) between the City of Folsom and Certain Landowners in the Folsom Plan Area. The Agreement, dated

December 11, 2012, was entered into by and between the city and Folsom Real Estate South, LLC, et al., and was recorded in the Official Records of Sacramento County, Book 201301124, Page 1382, on January 24, 2013 as amended. A judgment validating the Water Supply Agreement was entered by Sacramento County Superior Court Judge Raymond M. Cadei on October 16, 2013. The Agreement makes available 5,600-acre feet of water for the Plan Area from the city's System Optimization Water Project.

The city determined that the allocation of 5,600-acre feet per year to the Plan Area from the SOR Project's surplus would not cause a reduction in the water supplies designated for water service users north of Highway 50 and would result in reduced costs for water service paid for by city residents north of Highway 50. The Plan Area landowners are obligated to pay for certain costs of the SOR that otherwise would be borne by all city water customers.

Beginning in January of 2013, the Plan Area landowners assumed full payment for a water supply contract totaling 5,600-acre feet annually that the city has with the Golden State Water Company. This relieved the 'East Area' of the city from the financial obligation. Other terms of the Water Supply Agreement obligate the Plan Area landowners to reimburse the city for water facilities previously constructed and water conservation projects including the SOR and the Willow Hill pipeline rehabilitation project.

Components of the overall Plan Area water system include extension of offsite water transmission mains, storage tanks, booster pump stations and distribution mains. Water improvements will be installed in a multi-phased approach. The initial water supply plan includes construction of offsite water transmission mains from the intersection of East Bidwell Street and Iron Point Road to the Plan Area. The initial phase also includes construction of storage tanks, booster pumps, water transmission mains and distribution mains within the Plan Area.

A later phase of water system improvements includes construction of a new water transmission pipeline from the City of Folsom Water Treatment Plant on East Natoma Street to the Plan Area, a booster pump station at the Water Treatment Plant and additional storage tanks in the Plan Area (refer to *Figure 12.1 – Potable Water Plan* and the *Water Master Plan*).

12.4 NON-POTABLE WATER

The J. Crowley Group prepared a Recycled Water Infrastructure Analysis report for the Plan Area on August 11, 2014. As proposed, the system will reduce the use of potable water for irrigation purposes. When complete and operational, the system will route non-potable water to parks, landscape parkways, and other locations appropriate for non-potable water use in the Plan Area.

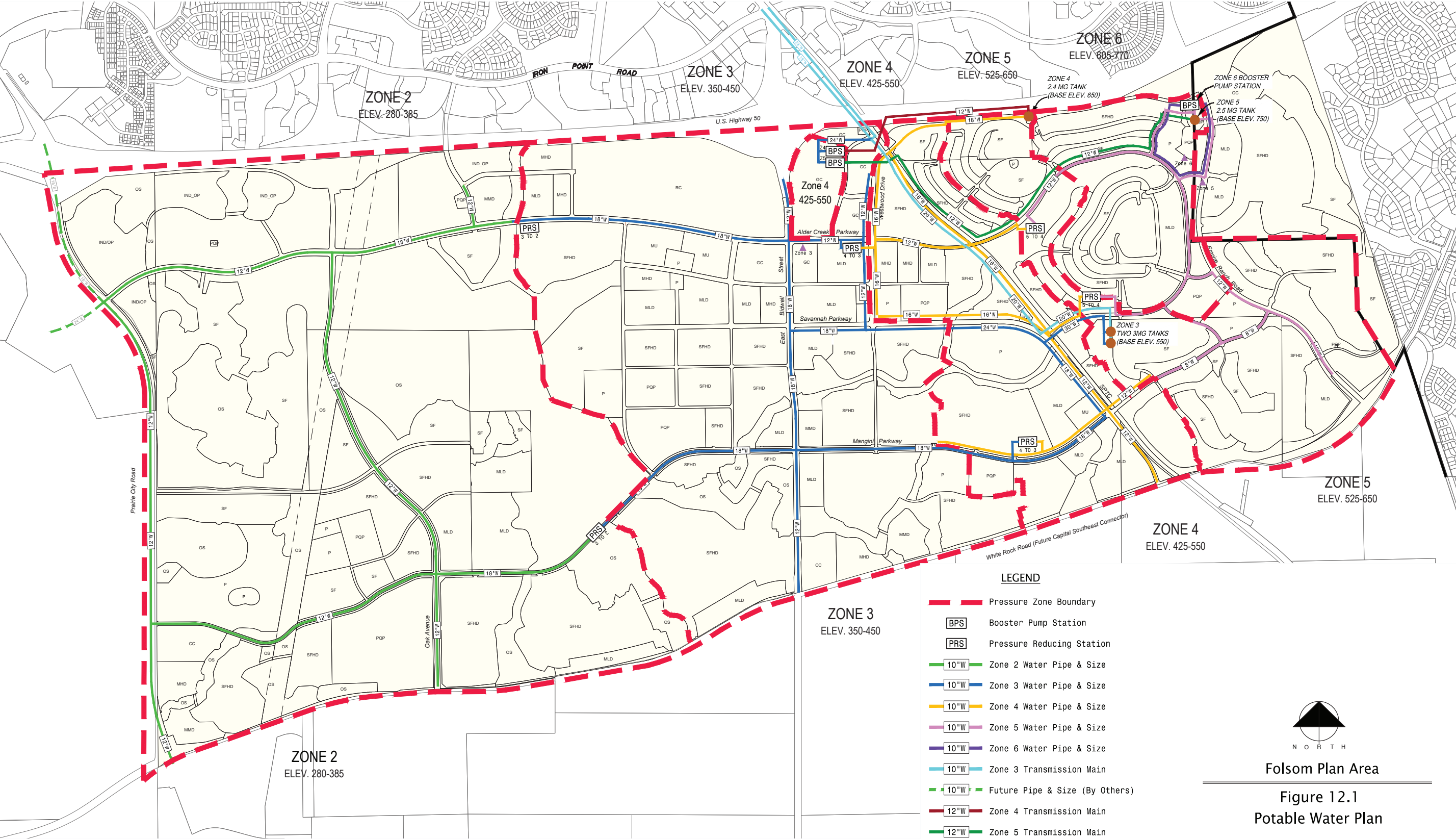
Currently, there is no non-potable water supply for the Plan Area. Nevertheless, a non-potable water distribution system, or '*purple pipe system*', has been designed (refer to **Policy 10.72**) and the basic non-potable water backbone infrastructure will be installed along with the other backbone infrastructure. The use of term '*purple pipe system*' reflects the distinguishing pipe color which identifies a non-potable water system (refer to *Figure 12.2 – Non-Potable Water Plan* and the *Recycled Water Infrastructure Analysis Report*).

12.5 WASTEWATER

The Environmental & Water Resources Department provides wastewater collection services within the city. As undeveloped land, the Plan Area is not currently served by the City of Folsom and there is no existing wastewater infrastructure within the Plan Area boundaries. The City of Folsom discharges its wastewater into the County of Sacramento system, operated by the Sacramento Area Sanitation District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). Once in the County of Sacramento system, wastewater is conveyed to the regional wastewater facility for treatment. A small portion of the Plan Area, the northeast corner, lies within the service area of the El Dorado Irrigation District (EID) and will be served by EID.

WASTEWATER INFRASTRUCTURE

The proposed wastewater system serving the Plan Area will consist of gravity sewer mains, pump stations, force mains, localized collector lines, and individual laterals. Due to the topography of the Plan Area, wastewater will generally flow from east to west through gravity mains. A pump station is proposed for the Plan Area at the northwest corner of the site to pump all wastewater flows, except those which may flow to EID, to existing Sacramento Regional County Sanitation District (SRCSD) facilities located in, and adjacent to, Iron Point Road. (Refer to *Figure 12.3 – Wastewater Plan* and the updated *Wastewater Master Plan*.)

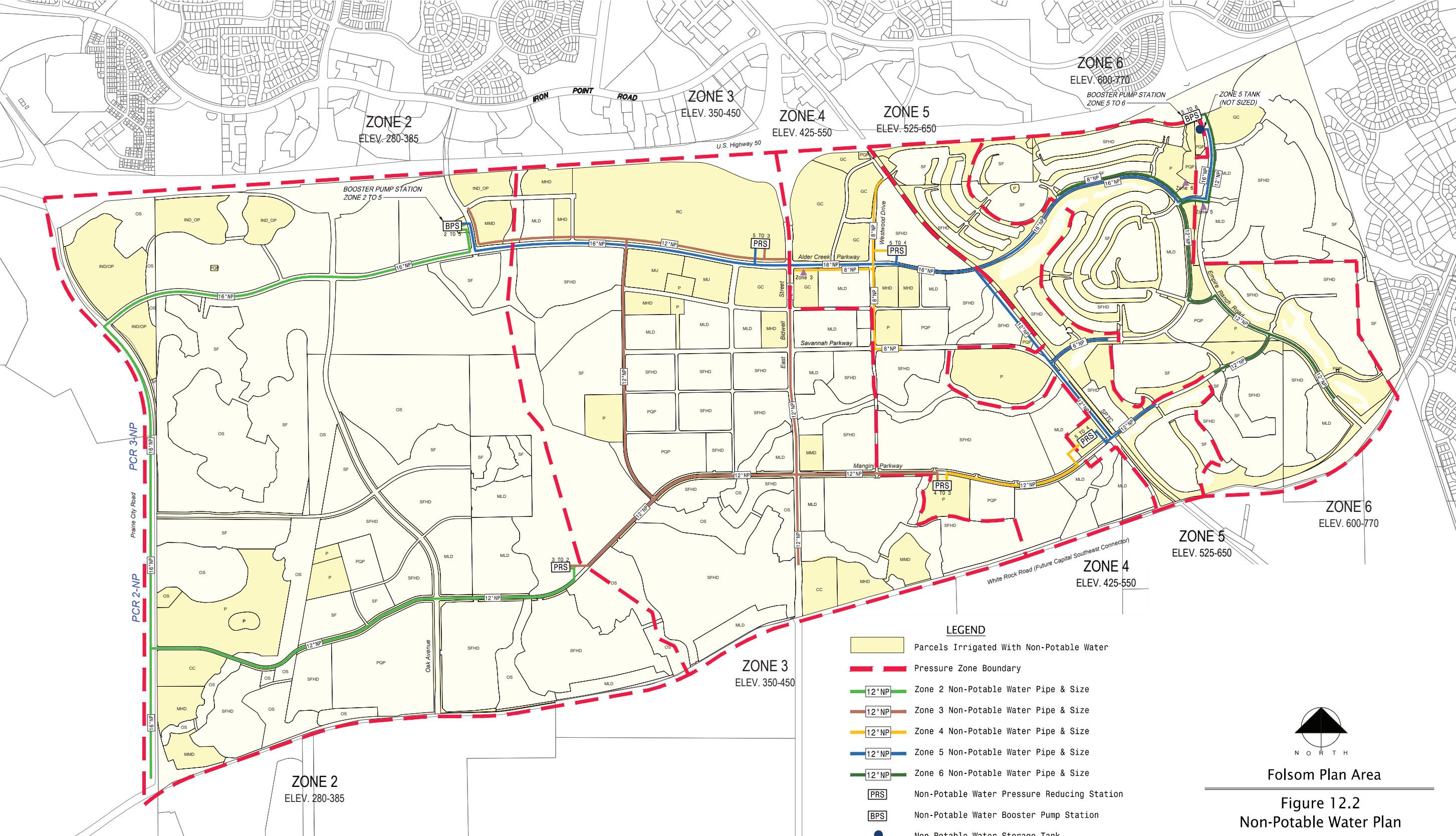



Folsom Plan Area

Figure 12.1
Potable Water Plan

MACKEY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189
October, 2021

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NORTH

Folsom Plan Area

Figure 12.2

Non-Potable Water Plan

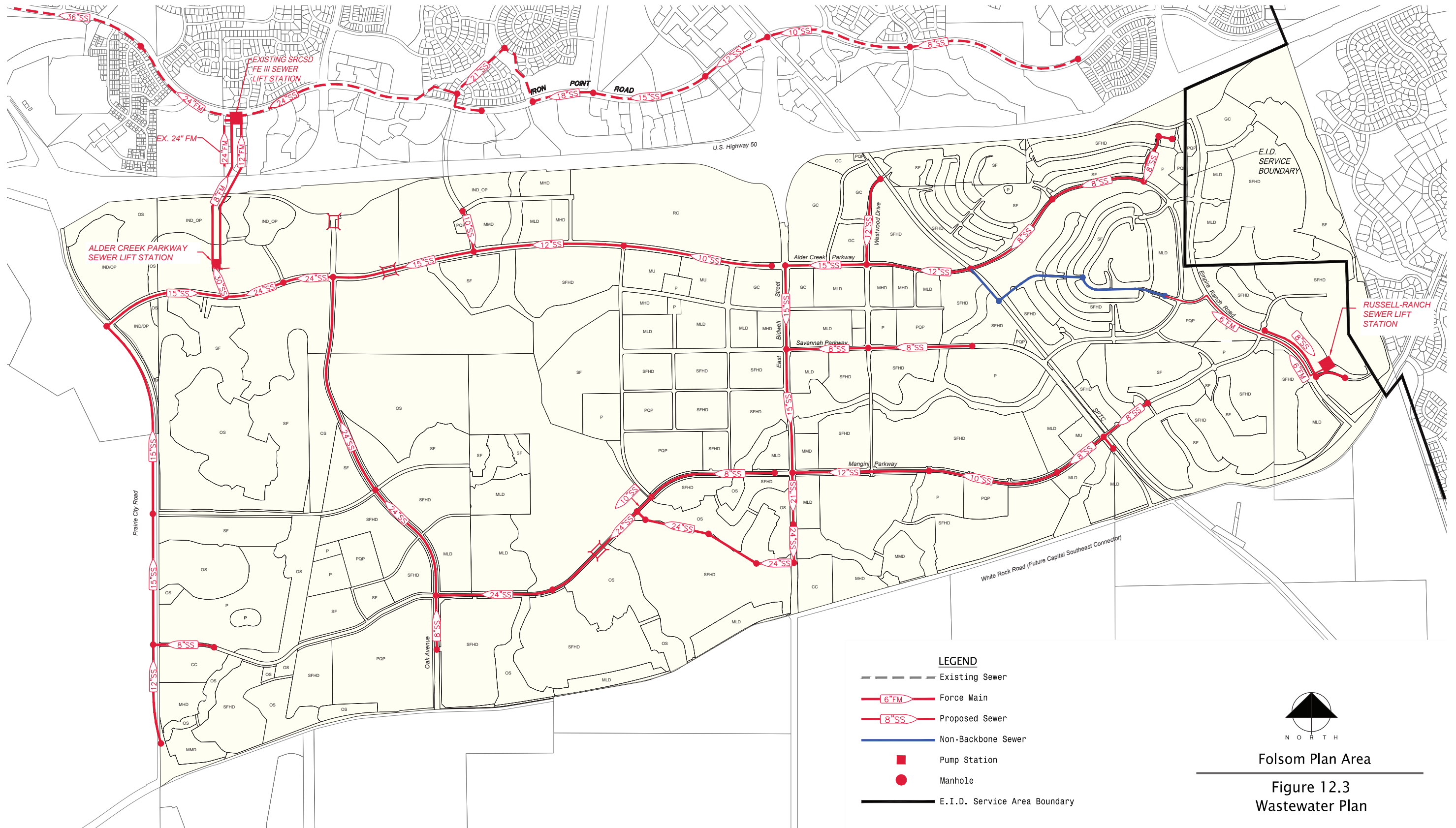
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October, 2021

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12.6 STORMWATER

Currently, there is no existing stormwater infrastructure in the Plan Area. On July 12, 2011, a *Storm Drainage Master Plan (SDMP)*, prepared by MacKay & Soms, was approved by the Folsom City Council (*Resolution No. 8870*). MacKay & Soms updated the SDMP in October 2014. The proposed stormwater system will comply with the requirements of the City of Folsom's NPDES Municipal Separate Storm Sewer (MS4) Permit in place at the time subsequent approvals are sought for development projects in the Plan Area. The existing MS4 permit requires the city to work with the other permittees in the Sacramento Stormwater Quality Partnership to develop a Hydromodification Management Plan (HMP) and establish amended development standards related to both hydromodification as Low Impact Development (LID). Also, the city and other permittees must update the *Stormwater Quality Design Manual for Sacramento and South Placer Regions* to provide technical guidance related to hydromodification and low impact development (LID). The objective is to control the volume, rate and duration of runoff to avoid downstream habitat degradation. These requirements are in addition to stormwater quality treatment requirements which address the quality of runoff.

The design of the Plan Area stormwater management system will comply with the city's hydromodification standards in place at the time approvals are sought for development projects. Hydromodification is defined as the change in runoff characteristics from a watershed caused by factors such as urbanization of the land. Urbanization modifies natural watershed and stream processes by altering the terrain, modifying the vegetation and soil characteristics, introducing pavement and buildings, installing drainage systems and flood control infrastructure. These changes affect the hydraulic characteristics in the watershed (rainfall interception, infiltration, and runoff) and impact stream flows and the supply and transport of sediment in the stream system.

As the total area of impervious surfaces increases in previously undeveloped areas, infiltration of rainfall decreases, causing more water to runoff the surface as overland flow at a faster rate. Storms that previously did not produce runoff under rural conditions can produce erosive flows under developed conditions. The increase in the volume of runoff and the length of time that erosive flows occur ultimately intensifies sediment transport, causing changes in sediment transport characteristics and the hydraulic geometry (width, depth, slope) of channels, creeks and streams.

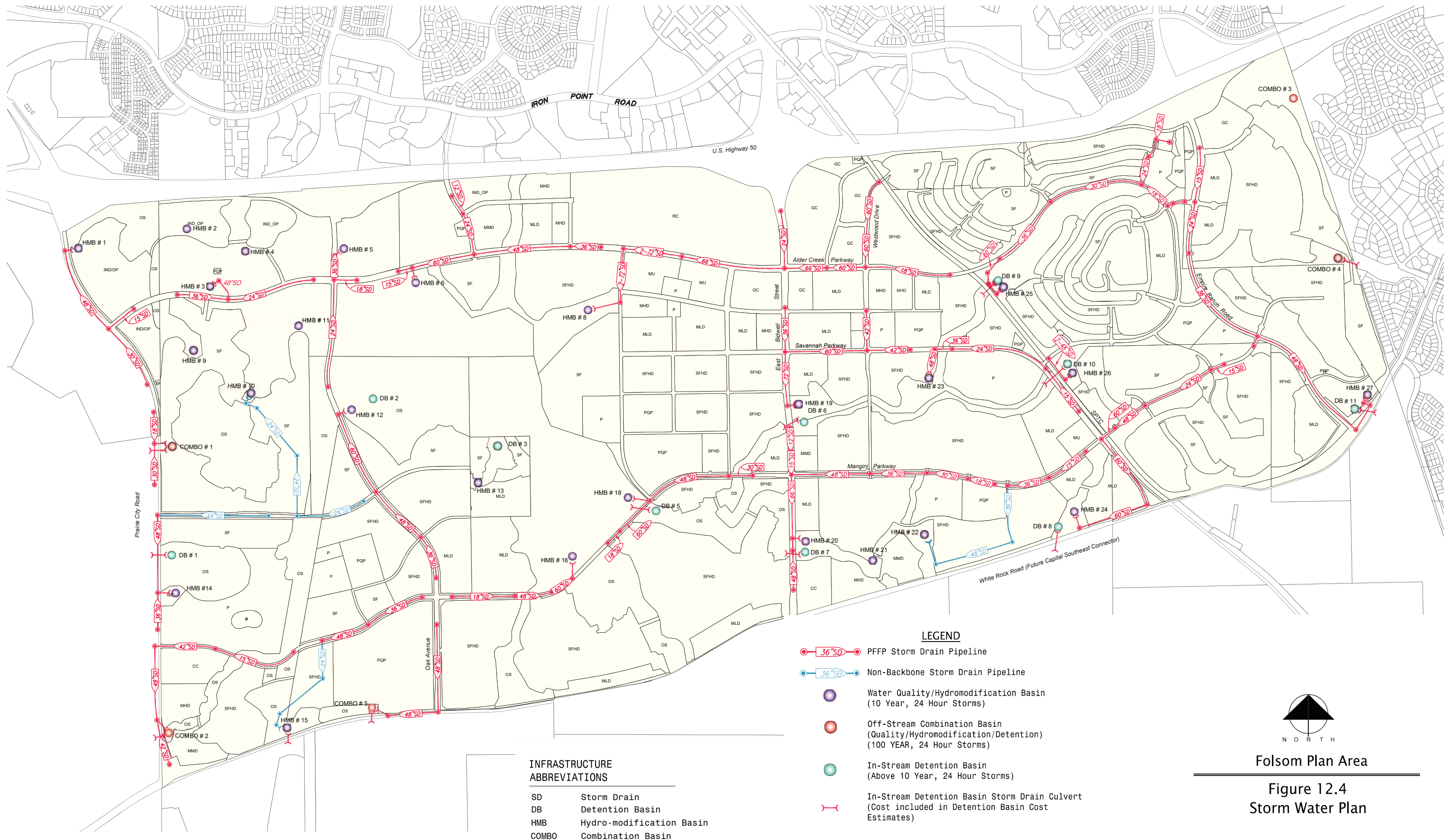
To manage hydromodification and avoid adverse impacts to Alder Creek and its tributaries, runoff controls must be designed so that post development runoff does not detrimentally exceed pre-development runoff rates, durations and volumes from the Plan Area. There are three HMP strategies that projects in the Plan Area may implement to manage hydromodification: low impact development (LID), flow duration control basins and in-stream approaches.

The Plan Area will utilize a low impact development (LID) approach to stormwater management that integrates conservation of natural site features with small scale engineered landscape elements. These elements will be designed to mimic the natural ecosystem of the drainage shed by promoting natural vegetative processes including evaporation, transpiration and infiltration of stormwater to reduce water flows and improve water quality.

Once the stormwater passes through the LID elements, the runoff will enter a typical underground stormwater system. The Plan Area stormwater system is designed to collect and convey 100-year storm events. The smaller storm events will be conveyed through an underground system of pipelines while the larger events will be directed overland. The stormwater runoff from the developed portions of the Plan Area will be directed to centralized drainage basins serving both peak flow attenuation and water quality treatment.

The Plan Area will also utilize the flow control approach for achieving the objectives of the HMP. The Plan Area's centralized drainage detention basins are generally located at the lowest point of a drainage shed adjacent to a creek or drainage swale. The LID elements will assist in reducing the amount of runoff and improving the water quality of the Plan Area runoff before it reaches the centralized drainage basins. The centralized drainage basins will address the remaining development impacts caused by urbanization of the drainage shed. It is anticipated that the Plan Area will use the flow control approach that uses a modified drainage detention basin often called a flow duration control (FDC) basin to meet the goal of reduced hydromodification of the receiving watercourse. FDC basins utilize infiltration facilities and specially engineered outlet structures that meter the drainage rate of runoff into the receiving watercourse to be below the range that is responsible for most channel bank and bed erosion. The discharge flows out of the FDC basins are managed so the pre and post-development flow duration curves for the receiving watercourse match within a defined tolerance.

The in-stream approach will also be investigated for use in the Plan Area to implement the objectives of the HMP. This approach stabilizes and restores already heavily impacted receiving waters to better withstand erosive flow rates and reduce the receiving watercourse erosion potential. Some of the techniques utilized in this approach include the reduction of slope gradient by increasing the sinuosity of the stream, step-pool drop structures, FDC and biotechnical bank stabilization techniques at locations that have erosion potential (refer to *Figure 12.4 – Stormwater Plan* and the *Stormwater Master Plan*).



Folsom Plan Area

Figure 12.4
Storm Water Plan

MACKEY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1122 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 772-1187
October, 2021

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12.7 DRY UTILITIES

The FPASP will have approximately 11,461 low, medium and high density residential units and approximately 2,788,844 square feet of commercial, retail, mixed use and office use plus schools and public facilities. Natural gas, telephone, broadband and cable television services will be extended in joint utility trenches along all major roads, making these services available to all parcels in the Plan Area. The joint utility trenches will be placed in franchise or public utility easements parallel and adjacent to road rights-of-way. All new utility distribution facilities will be underground, with the exception of facilities such as transformers, switches and other pedestal and pad-mounted equipment. Sacramento Municipal Utility District (SMUD), Pacific Gas & Electric, AT&T and Comcast Communications will serve the FPASP.

NATURAL GAS

Pacific Gas & Electric Company (PG&E) will provide the Plan Area with natural gas service. Peak natural gas demand at buildout is estimated at approximately 818 thousand cubic feet per hour. PG&E currently has excess capacity in its system to serve a portion of the Plan Area. Several distribution and transmission facilities north of Highway 50 could be extended to the Plan Area to provide additional natural gas service.

PG&E also has a 10-inch steel natural gas distribution feeder main operating at transmission pressures that follows the existing Placerville Road from Highway 50 to White Rock Road and then east on White Rock Road to El Dorado County.

PG&E will provide service to the Plan Area by installing one or more transmission pipelines and two natural gas regulator stations. The natural gas regulator stations will require a 20-foot by 80-foot easements with an all-weather access roadway for maintenance and operations.

Natural gas service will be distributed to the Plan Area by a network of eight-inch, six-inch and four-inch feeder mains. Distribution lines and services will be extended off the feeder mains and will be sized based upon the anticipated gas loads to the various parcels. Residential neighborhoods will likely be sized with two-inch distribution mains and half-inch services.

ELECTRIC SERVICE

The Plan Area is bisected by an electric transmission corridor with a north-south alignment in the western portion of the Plan Area. The corridor contains two 230kV, one 115kV and one 69kV transmission lines. One 230 kV and the 115 kV lines are operated by PG&E and the other 230 kV and 69 kV lines are operated by SMUD. No significant changes are proposed to these facilities within the Plan Area. SMUD also has existing 69 kV and 12 kV sub-transmission facilities located within the Plan Area.

SMUD will supply electric service to the Plan Area. Peak electric demand at buildout is estimated at approximately 87 megavolt amperes. Three electric substations will be necessary to provide electric service to the Plan Area. The electric substation locations are envisioned to be located in the vicinity of Alder Creek Parkway and Rowberry Road; a second electric substation will be located in the southwestern corner of the Plan Area, near Mangini Parkway and the electric transmission corridor, and the third, adjacent to the Sacramento/Placerville Transportation Corridor, near Savannah Parkway.

The electric substations will be looped off the 69 kV overhead transmission facilities already in the Plan Area. A new 69 kV line will be installed extending from the existing power line corridor east along Alder Creek Parkway to the first electric substation located near Rowberry Road. Another 69 kV line will be installed to run north from the existing 69 kV line located along White Rock Road to the Mangini Parkway electric substation. This 69 kV line will continue east along White Rock Road to Savannah Parkway where it will follow the Sacramento-Placerville Transportation corridor right-of-way to the northwest to the third electric substation.

The electric substations sites will range in size from 0.5-acres to 0.75 acres depending on lot geometry. The three electric substations will each have two 25 megavolt amperes (50 megavolt amperes total) and 8 underground 12 kV mainline circuits. Light wire 12 kV circuits will be looped off the mainline circuits via pad mounted fused switches and will distribute electric service to commercial and residential parcels in the Plan Area. Transformers will be located in residential neighborhoods and at commercial sites and will provide electric service to individual uses.

TELECOMMUNICATION

AT&T is the incumbent local exchange carrier and will be the primary provider of telephone service to the Plan Area. The Plan Area will receive telecommunications service from two Wire Central offices: the Folsom Nimbus Wire Center and the El Dorado Wire Center. The Plan Area will require a backbone network of underground conduits and manholes in easements adjacent to the arterial and collector roadways capable of supporting both copper and fiber optic systems.

Telecommunications service to commercial, office and retail customers will be based on their requirements and will be either copper or fiber optic services. Three remote terminal sites are anticipated to provide telecommunications service to the Plan Area. The locations of the three remote terminal sites will be generally located within the east, central and west area of the Plan Area.

The remote terminal sites will most probably be either controlled environmental vaults or controlled environment cabinets, each fed fiber optic cable from the central office. The traditional copper pairs will be used for business telephone service or T-1 service through fiber optic cable will be available for specific cases. Residential customers will receive telecommunications service via fiber-optic cable capable of providing internet access, dial tone and video services.

Mobile communication service providers will provide the Plan Area residents with wireless communications service. Wireless communication towers will be located throughout the Plan Area to provide complete coverage. Some wireless communications towers may be placed within open space areas, on field lighting towers located on school and park sites. Stand alone wireless communications towers will not be allowed in parks.

CABLE TELEVISION

Comcast Communications is the cable television provider for the Plan Area and they will provide cable and broadband service. Comcast Communications has facilities north of Highway 50 that can be extended into the Plan Area to provide service. Comcast Communications will install a fiber optic/coaxial hybrid system and offer internet access, dial tone and video services.

12.8 SOLID WASTE COLLECTION

Currently, the City of Folsom generates more than 200 tons of solid waste per day. Development of the Plan Area will add to this figure and increase the demand for solid waste collection and disposal. The Solid Waste Division of the City of Folsom's Public Works Department currently provides waste collection services to residential and commercial users within the City and will also provide these services to the Plan Area. The Solid Waste Division's goal is to *"provide cost effective and efficient solid waste, recycling and hazardous materials collection services for the city's residential and business community"*.

In order to comply with the provisions of *The Integrated Waste Management Act*, the State of California mandate for diversion of 50% of solid waste from landfills through source reduction, recycling and composting activities, the City of Folsom instituted its *SmartCart*, biweekly curbside recycling program for residential customers in October 2005. The *SmartCart* program separates household waste into three cans for collection: one for waste that can be recycled such as plastics, paper, glass and aluminum; one for green waste such as lawn clippings, leaves and small branches that can be composted; and one for residential garbage that must be taken to a landfill for disposal. The city also instituted its low cost *SmartBiz* cardboard, office paper and other mixed recyclables program for its business customers.

In order to reduce the potentially harmful effects of the improper disposal of hazardous waste, the city's Solid Waste Division offers a Neighborhood Cleanup Program, available by appointment three times a year; a door-to-door hazardous waste (HHW) disposal collection program, available by appointment; education classes for residents to learn about composting grass clippings and reducing the volume of other green waste; a rent-a-dumpster plan and a Sharps program, in partnership with local pharmacies, to recycle hypodermic needles.

In addition to the *SmartBiz* and *SmartCart* recycling services, Folsom also provides containers for the drop-off of pre-sorted recyclable materials at several locations in the city. All solid waste collection and recycling services in the Plan Area will be provided by the City of Folsom and be subject to the provisions *FMC Chapter 8.32 – Garbage Collection*.

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IMPLEMENTATION

13

13.1 INTRODUCTION

Government Code Section 65451 mandates that a specific plan shall include a program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the proposed land uses and development as outlined in the specific plan. This section addresses the methods by which the FPASP will be implemented and includes sections on approvals and entitlements, administrative procedures, development financing and phasing.

The FPASP is a tool to be used by city staff in reviewing and approving development entitlements in the Plan Area. The FPASP includes goals, objectives, policies, development standards and design guidelines that will help guide the development and build-out of the Plan Area. Responsibility for the interpretation of the goals, objectives, policies, development standards and design guidelines contained herein rests with the City of Folsom. Implementation of the FPASP is to be administered by the City of Folsom in concert with the city's general plan and other FPASP implementing documents including, but not limited to the following:

- *EIR/EIS and Mitigation Monitoring & Reporting Program*
- *Transit Master Plan*
- *Addendum to the City of Folsom Bikeway Master Plan*
- *Operational Air Quality Mitigation Plan*
- *The Folsom Plan Area Backbone Infrastructure Project*
- *Updated Water Master Plan*
- *Recycled Water Infrastructure Analysis*
- *Updated Wastewater Master Plan*
- *Updated Storm Drainage Master Plan*
- *Public Facilities Finance Plan*
- *First Amended and Restated Tier 1 Development Agreement*
- *Amendments to the First Amended and Restated Tier 1 Development Agreement*
- *Community Design Guidelines*
- *Open Space Management Plan*
- *Water Supply Agreement*
- *Truck Management Plan*

13.2 APPROVALS AND ENTITLEMENTS

LOCAL AGENCY FORMATION COMMISSION (LAFCO) APPROVALS

On June 6, 2001, as a first step toward annexation of the Plan Area to the City of Folsom, the Sacramento Local Agency Formation Commission (LAFCo) approved amending the City of Folsom's Sphere Of Influence boundaries to include all of the Plan Area (*Resolution No. LAFC 1196*). LAFCo applied conditions to the Sphere of Influence Amendment (SOIA) approval that require the City of Folsom, prior to submittal of any application to annex property within the SOIA area (*Plan Area*), to comply with conditions of approval 1 through 16 of *Resolution No. LAFC 1196* as well as complete entitlement

documents A through G as specified in the Memorandum of Understanding (MOU) dated November 14, 2000 between the County of Sacramento and the City of Folsom.

Although a specific plan was not required as a condition of annexation of the SOIA (*Plan Area*), the city nevertheless concluded that preparation and approval of a specific plan and accompanying environmental impact report and environmental impact statement (EIR/EIS) would be the most practicable way of demonstrating compliance with the LAFCo conditions of approval as well as the requirements of the MOU. The FPASP and the FPASP EIR/EIS demonstrate compliance with the majority of the SOIA conditions of approval; however, a number of additional plans and actions, requiring Folsom City Council approval, were required to demonstrate full compliance. On January 18, 2012, LAFCo approved the annexation of the Plan Area to the City of Folsom (*Resolution No. 201201-0118-04-11*).

CITY OF FOLSOM SPECIFIC PLAN ACTIONS AND APPROVALS

The Folsom Plan Area Specific Plan (FPASP)

The Folsom Plan Area Specific Plan was adopted by the City of Folsom on June 28, 2011. ***Amendments to the FPASP were approved by the Folsom City Council; refer to Section 1 for more detail.***

Environment Impact Report

The EIR portion of the FPASP Joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) including Findings of Fact, Statement of Overriding Considerations, Mitigation Measures and the Mitigation Monitoring and Reporting Program was approved by the City of Folsom on June 14, 2011. The U.S. Army Corp. of Engineers issued the Record of Decision (ROD) for the EIS portion of the joint environmental document on August 11, 2011. ***Subsequent to approval of the Joint EIR/EIS, additional environmental documents were approved and/or certified by the Folsom City Council; refer to Section 1 for more detail.***

General Plan Amendment

As required by California Government Code Section 65454, a specific plan must be consistent with the General Plan. A General Plan Amendment was approved by the City of Folsom on June 14, 2011 to ensure FPASP consistency with the General Plan. ***Additional General Plan Amendments were approved by the Folsom City Council; refer to Section 1 for more detail.***

Zoning

Per FMC Section 17.37.040, the entire Plan Area is zoned SP 11-1. The zoning was approved by the Folsom City Council on June 28, 2011 (*Ordinance No. 1148*).

Development Agreement

Development Agreements have been approved and amended with the various FPASP individual project approvals; refer to the FPASP Individual Projects table in Section 1 for more detail.

Transit Master Plan

As required by Resolution No. LAFC 1196, a Transit Master Plan has been prepared and was approved by the City of Folsom on July 12, 2011 (*Resolution No. 8870*).

Operational Air Quality Mitigation Plan

As required by LAFCo Resolution No. LAFC 1196, an Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management Control District. The Operation Air Quality Mitigation Plan was approved by the City of Folsom on July 12, 2011 (*Resolution No. 8870*).

Addendum to the City of Folsom Bikeway Master Plan

As required by LAFCo Resolution No. LAFC 1196, an update of the City of Folsom Bikeway Master Plan, to include the Plan Area, has been prepared and was approved by the City of Folsom on July 26, 2011 (*Resolution No. 8878*).

Water Master Plan

As required by LAFCo Resolution No. LAFC 1196, a Water Master Plan has been prepared that includes details of the off-site transmission main and water treatment plant improvements, as well as the on-site storage tanks, booster stations, distribution mains and laterals improvements. The Water Master Plan was approved by City of Folsom on July 12, 2011 (*Resolution No. 8870*). The Water Master Plan was updated on October 7, 2014 by Brown & Caldwell. The City updated their City of Folsom Water Management Plan (WMP), which incorporates the FPASP into one master plan document. This effort also included an update to the City's Urban Water Management Plan (UWMP). The 2016 update to the WMP and the 2015 update to the UWMP were adopted by the Folsom City Council on November 14, 2017 (*Resolution No. 10028*).

Non-Potable Water Plan

The J. Crowley Group prepared a Recycled Water Infrastructure Analysis report on August 11, 2014.

Wastewater Master Plan

As required by LAFCo Resolution No. LAFC 1196, a Wastewater Master Plan has been prepared that includes details of gravity sewer mains, pump stations, force mains, localized collector lines and individual laterals. The Wastewater Master Plan, and Wastewater Addendum No. 1, was approved by City of Folsom on July 12, 2011 (*Resolution No. 8870*). The Wastewater Master Plan was updated in September 2014 by Waterworks Engineers.

Storm Drainage Master Plan

As required by LAFCo Resolution No. LAFC 1196, a Storm Drainage Master Plan has been prepared that includes details of the balanced centralized and low impact development stormwater management system. The Plan was approved by the City of Folsom on July 12, 2011 (*Resolution No. 8870*). The Storm Drainage Master Plan was updated in October 2014 by MacKay & Soms Engineers.

Public Facilities Finance Plan

As required by LAFCo Resolution No. LAFC 1196 and the Tier 1 Development Agreement, a Public Facilities Finance Plan (PFFP) that covers the entire Plan Area is required. The PFFP provides the details of a \$877 million plan for the infrastructure and facility costs, financing strategy, and estimates of the time-horizon for the development of the Plan Area. The PFFP and Errata Report, prepared by Economic and Planning Systems was approved by the Folsom City Council on January 28, 2014 (*Resolution No. 9298*).

Tax Sharing Agreements

On December 6, 2011, as required by the California Constitution, state statutes and LAFCo Resolution No. LAFC 1196, the Folsom City Council authorized the Folsom City Manager to execute the following tax sharing agreements:

- An agreement with the Sacramento Metropolitan Fire District regarding the property tax exchange and the detachment of the Folsom Plan Area project area from the Sacramento Metropolitan Fire District Service Area for the annexation into the City of Folsom Service Area (*Resolution No. 8919*).
- An agreement with the County of Sacramento and the City of Folsom relating to the south of highway 50 Folsom Plan Area annexation and property adjacent to the Folsom Auto Mall (*Resolution No. 8921*).

Open Space Operations and Management Plan

An Operations and Management Plan for the Folsom Plan Area Conservation and Passive Open Space was prepared by ECORP Consulting, Inc. and approved by the Folsom City Council on October 11, 2017 (*Resolution No. 10022*).

Community Design Guidelines

Community Design Guidelines were prepared by the Plan Area land owners and approved by the Folsom City Council on May 12, 2015 (*Resolution No. 9563*).

U.S. ARMY CORP OF ENGINEERS ACTIONS AND APPROVALS

The U.S. Army Corp of Engineers (USACE) is the lead federal agency for purposes of complying with the National Environmental Policy Act (NEPA) and rendered its Record of Decision (ROD) on the Environmental Impact Statement (EIS) on August 11, 2011. Individual Section 404 wetland permits will also be issued by the USACE.

SUBSEQUENT CITY OF FOLSOM APPROVALS AND ENTITLEMENTS

The FPASP provides the basis for considering all subsequent discretionary and ministerial project approvals and entitlements subject to proper environmental analysis under the FPASP EIR/EIS. The Plan Area will develop in multiple phases with full build-out expected in 2033 or later. To move forward with a particular Plan Area project, the City of Folsom will require full compliance with the FPASP policies and development standards, the FPASP EIR/EIS mitigation measures and the applicable chapters of the Folsom Municipal Code and other City standards, policies and regulations. Processing of individual development applications shall be subject to review and approval by the City of Folsom of one or more of the following discretionary or ministerial entitlements:

Discretionary Project Approvals

- **Planned Development:** To allow greater flexibility in the design of integrated developments than otherwise possible through strict application of Specific Plan development standards, certain SP-SF, SP-SFHD, SP-MLD, SP-MMD, SP-MHD, SP-MU, SP- IND/OP, SP-GC and SP-RC parcels are included in a Planned Development District (PD) per the criteria outlined in FMC Chapter 17.38 (refer to *Figure 4.2 – Overlay Combining Districts*).
- **Design Review:** All Plan Area projects including project level design guidelines, signs, building permits for commercial, industrial/office park, mixed-use, public and quasi-public buildings, and tentative subdivision map approval for multi-family and single-family residential projects will be subject to Design Review approval by the City as outlined in *FMC Chapter 17.06*. In reviewing Plan Area projects, the City shall be governed by the criteria outlined in *FMC Chapter 17.06.070* and the following FPASP criteria:
 - A. Compliance with the intent and purpose of the FPASP.
 - B. The project's consistency with the objectives, policies, development standards and community design guidelines of the FPASP. Minor administrative modifications of the development standards, as provided for in *Section 13.3 – Administrative Procedures*, may be permitted to encourage the efficient use of land and the creation of open space.
 - C. Implementation of applicable mitigation measures set forth in the FPASP EIR/EIS.

Design Review applications may be submitted and reviewed prior to, or concurrently with, a tentative map approval application.

- **Project Level Design Guidelines:** All Plan Area projects including commercial, industrial/office park,

mixed-use, multi-family and single-family residential projects that are part of a tentative subdivision map submittal, must prepare design guidelines for review and approval as part of the Design Review process outlined above. Project level design guidelines may include one or more land parcels and one or more land uses. Design review guidelines shall address project details including placement of building, architectural details, colors, grading, landscaping and lighting, etc.

- **Tentative Subdivision & Parcel Maps:** In California, land cannot be subdivided without local government approval. The division of land for sale is regulated by local ordinances based on the state Subdivision Map Act (*CA Govt. Code Section 66410*). The FPASP and *FMC Chapter 16* will govern the design of Plan Area subdivisions including the size of lots and types of improvements that will be required as conditions of approval. There are two types of subdivisions: Parcel maps which are divisions resulting in four lots or less and subdivisions which create five or more lots.

Design review approval, either prior to or concurrently with a tentative subdivision map approval, is required. CEQA compliance is also required along with a public hearing before a tentative map can be approved by the planning commission.

The planning commission shall make recommendations to the city council for the approval, conditional approval or denial of tentative subdivision maps of five (5) or more parcels. The planning commission shall be responsible for the approval, conditional approval or denial of tentative parcel maps for subdivisions of four (4) or less parcels. The city council shall have final jurisdiction in the approval, conditional approval or denial of tentative and final maps and in the approval of subdivision improvement agreements for subdivisions of five (5) or more parcels.

Tentative map approvals are also subject to conditions that must be met within a specified time period in accordance with the subdivision map act, unless a development agreement specifies otherwise. Conditions of approval require the applicant to provide public improvements such as streets, stormwater facilities, water supply and wastewater lines to serve the subdivision and to dedicate land for parks and elementary school sites consistent with *FMC Chapter 16.32.040 and 16.32.110*.

- **Final Maps:** The city council shall have final jurisdiction in the approval, conditional approval or denial of final maps. When all the conditions of an approved tentative map have been satisfied, improvement plans have been prepared and approved, all improvements shown on the plans have been installed, or their installation guaranteed by a bond, and all park and elementary school parcels have been dedicated to their respective agencies, then the map can be granted final approval by the city and be recorded in the County of Sacramento Records office.

Ministerial Project Approvals

Building permit applications are a ministerial project approval; however, the FPASP requires that all building permits applications be subject to discretionary design review approval before they can be processed.

Environmental Review

All subsequent project entitlement applications will be reviewed to ensure that they are consistent with the FPASP, the FPASP EIR/EIS and the FPASP EIR/EIS mitigation measures. A Mitigation Monitoring and Reporting Program has been adopted by the City of Folsom to ensure implementation of the EIR/EIS mitigation measures. Environmental review for subsequent project approvals will be accordance with CEQA guidelines (Program EIR) and applicable NEPA statutes and regulations.

Discretionary and ministerial actions and approvals by federal and state agencies not listed in the FPASP, but required to implement the FPASP, may rely on or tier-off of this document and the accompanying EIR/EIS.

13.3 ADMINISTRATIVE PROCEDURES

The City of Folsom is responsible for the interpretation of the policies, development standards and design guidelines contained in the FPASP. The city is also responsible for the administration, implementation and enforcement of the FPASP. While the FPASP has defined the process and procedures for subsequent entitlement approval, the Community Development Department may, at its discretion, defer review and action of any item, where it has decision making authority to the City Planning Commission and/or the Folsom City Council. Individual project applications will be reviewed by the City to determine consistency with the FPASP and other Plan Area regulatory documents.

The FPASP will also be administered, as appropriate, in conjunction with the City's General Plan and Municipal Code. As part of the FPASP approval process, the Plan Area was zoned **SP 11-1** and distinct land use designations and development standards were approved. In any instance where the FPASP provisions conflict with the standards or requirements of the Folsom Municipal Code, the Specific Plan provisions shall take precedence. Where this FPASP is silent, the FMC shall prevail.

ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS

It is the intent of the FPASP to present a comprehensive set of standards and guidelines for the development of the Plan Area. These standards and guidelines have been written in a manner to promote a high quality development while allowing for creativity and flexibility in design. However, changes in market conditions or city or developer interests may result in the need for minor modifications or amendments to the plan. Minor administrative modifications do not have a significant impact on the plan, if they are deemed consistent with the objectives and policies of the FPASP, and can be approved administratively. Amendments to the FPASP are major changes to the original intent of the plan and will be approved in the same manner the FPASP was approved pursuant to California Government Code Section 65453.

Minor Administrative Modifications

Minor administrative modifications (MAM) to the FPASP that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in *Figure 4.1 – Land Use* and *Figure 4.4 – Plan Area Parcels* and the land use acreages shown in *Table 4.1 – Land Use Summary* may be approved administratively by the City of Folsom Community Development Department, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The general land use pattern remains consistent with the intent and spirit of the FPASP
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.
- Relocated park or school parcels continue to meet the standards for the type of park or school proposed.
- Relocated park or school parcels remain within walking distance of the residents they serve.

Minor administrative modifications to the FPASP may be reviewed and approved at the discretion of the City of Folsom Community Development Department and no city planning commission or city council review is required unless the modification approval is appealed. However, if a minor administra-

tive modification is appealed, it shall be reviewed by the planning commission who shall have authority to approve or deny the minor administrative modification. The planning commission decision may be appealed to the Folsom City Council.

Specific Plan Amendments

A Specific Plan amendment is required for any proposed change to the FPASP that will increase environmental impacts or other major changes that meet one or more of the following criteria:

- Significant changes to the distribution of land uses beyond those allowed by the FPASP.
- New land use categories not specifically described in the FPASP.
- Significant changes to the circulation pattern that may alter the backbone infrastructure network or capacity (roadways or utilities).
- Changes that exceed the analysis limitations of the EIR/EIS.
- Changes to the Development Standards that would significantly alter the quality or character of the Plan Area.

An FPASP amendment requires approval of the city planning commission and the city council. The FPASP may be amended as often as deemed necessary by the city planning commission and city council. An FPASP amendment shall be approved in the same manner the FPASP was approved pursuant to California Government Code Section 65453.

TRANSFER OF DEVELOPMENT RIGHTS

The FPASP permits flexibility in transferring residential unit allocations and commercial building area allocations to reflect changing market demand. Transfer of residential unit allocations and commercial, industrial/office park and the commercial portions of mixed use building area allocations shall be allowed as a minor administrative modification subject to the review and approval of the City of Folsom Community Development Department. The city will prepare and periodically update a dwelling and building area allocation table, based on *Table 4.3 – Parcel Summary*, that will tract the actual number of residential units and commercial building area constructed in order to determine the number of residential units and commercial building area that may be transferred.

Residential Dwelling Unit Allocation Transfers

The city shall approve residential dwelling unit allocation transfers or density adjustments between any Plan Area residential land use parcel or parcels, provided the following conditions are met:

- The transferor and transferee parcel or parcels are located within the Plan Area and are designated for residential use.
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in *Appendix A – Development Standards*.
- The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS.
- The transfer of units does not adversely impact planned infrastructure, roadways, schools or other public facilities; affordable housing agreements; or fee programs and assessment districts; unless such impacts are reduced to an acceptable level through project-specific mitigation measures.

Transfer of Commercial, Industrial/Office Park and Mixed Use Building Area

The city shall approve commercial, industrial/office park and the commercial portion of mixed use building area allocation transfers between commercial to commercial parcels, industrial/office park to industrial/office park parcels and the commercial portions of mixed use parcels to commercial portions of mixed use parcels provided:

- The transferor and transferee parcel or parcels are located within the Plan Area and are designated for either commercial, industrial/office park or mixed-use.
- The resultant FAR of the transferor parcel is not less than the minimum FAR specified in *Tables A.9, A.10, A.11 and A.12*.
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in *Appendix A – Development Standards*.
- The transfer does not result in increased impacts beyond those identified in the FPASP EIR/EIS.
- The transfer does not adversely impact planned infrastructure, roadways, schools or other public/quasi-public facilities; affordable housing agreements; or fee programs and assessment districts, unless such impacts are reduced to an acceptable level through project-specific mitigation measures.

EXISTING USES PERMITTED

Any existing uses in the Plan Area such as cattle grazing, existing as of the date of adoption of the FPASP, that are intended to continue shall be considered “grand-fathered” and allowed to continue under the new FPASP land use designations.

USE PERMITS

Use permits may be granted by the city if the request is consistent with the Development Standards in *Appendix A – Development Standards* and follows the process outlined in the *FMC Section 17.60*.

VARIANCES

Requests for variances to the development standards outlined *Appendix A – Development Standards* shall follow the process outlined in *FMC Section 17.62*.

EIR / EIS MITIGATION MEASURES

As part of the approval of the FPASP and the FPASP EIR/EIS, a Mitigation Monitoring and Reporting Program was approved by the City of Folsom to ensure that all mitigation measures are complied with (refer to the FPASP EIR/EIS mitigation measures and the *Mitigation Monitoring and Reporting Program*).

APPEALS

Any decision of the community development department may be appealed to the Folsom Planning Commission within ten (10) days after the decision of the community development department is rendered. Any decision of the planning commission may be appealed to the Folsom City Council within ten (10) days after the decision of the planning commission is rendered.

13.4 CONCEPTUAL DEVELOPMENT AREAS

The FPASP provides for a full range of services, facilities and infrastructure required to support the growth and development of the Plan Area through final build-out. As described in *Section 4.1 – Introduction*, the existing physical features of the property naturally divide the Plan Area into distinct districts or development areas shaped in part by the diversity of their proposed land uses as well as the physical setting of each development area. The development areas depicted in *Figure 13.1 – Development Areas* do not indicate development phasing or a prescriptive approach to phasing; rather they depict conceptual development areas based on the logical placement of infrastructure, utilities, roads, and land uses that may or may not develop as depicted. Furthermore, shifts in market demand and available

financing mechanisms may also play a role in the way the FPASP develops over time and that may alter the boundaries of the development areas as well as their number. The concept of development areas offers a way of describing the orderly and cost effective phasing of backbone infrastructure construction as discussed in *Section 13.8 – Phasing* (refer also to the *Public Facilities Financing Plan* for additional information on development areas). The four proposed conceptual development areas are shown in *Figure 13.1 – Development Areas*.

NORTH DEVELOPMENT AREA

The north development area is bounded by U.S. Highway 50 on the north; the Sacramento-Placerville Transportation Corridor on the east, the linear open space and Mangini Parkway to the south and the open space preserve on the west. The north development area includes the regional commercial center; much of the Plan Area general commercial land use; the town center; mixed use developments; multi-family residential and single-family high density residential neighborhoods, two elementary schools; the middle school; a proposed fire station and police substation; and neighborhood and local parks.

SOUTH DEVELOPMENT AREA

The south development area is bounded on the north by linear open space and Mangini Parkway; the Sacramento-Placerville Transportation Corridor on the east, White Rock Road on the south and the open space preserve on the west. The south development area includes a community commercial site; neighborhood mixed-use developments; multi-family residential and single-family high density residential neighborhoods; an elementary school; community park east and a neighborhood park.

EAST DEVELOPMENT AREA

The east development area is bounded by the eastern Plan Area boundary, White Rock Road on the south, the Sacramento-Placerville Transportation Corridor on the west, and U.S. Highway 50 on the north. The east development area consists primarily of single-family high density residential and single family residential neighborhoods, and one general commercial site located adjacent to Empire Ranch Road immediately south of U.S. Highway 50. The east development area also includes a neighborhood park and one elementary school.

WEST DEVELOPMENT AREA

The west development area is bounded by U.S. Highway 50 on the north, Oak Avenue and the southern open space preserve on the east, White Rock Road on the south, and Prairie City Road on the west. The west development area includes industrial/office park developments north of Alder Creek Parkway; a community commercial neighborhood center at the intersection of Prairie City and White Rock Roads; multi-family residential, single-family high density residential and single family residential developments; one elementary school; the high school; community park west; and neighborhood and local parks.

13.5 SOUTH OF HIGHWAY 50 BACKBONE INFRASTRUCTURE PROJECT

The South of Highway 50 Backbone Infrastructure Project (Project) consists of the construction of the backbone infrastructure within the Plan Area and some infrastructure improvements and connections north of and crossing Highway 50. The proposed project consists of two main components: 1) updates to the *Storm Drainage Master Plan* (SDMP), *Water Infrastructure Master Plan* (WMP), and *Sewer Master Plan* (SMP) prepared for the implementation of the FPASP project; and 2) South of Highway 50 Backbone Infrastructure Buildout. The proposed Backbone Infrastructure Buildout includes four parts: a) construction of regional connector roads, major arterial roads, and some minor arterial roads; b) buildout of the updated *Storm Drainage Master Plan*; c) buildout of the updated *Water Master Plan*; and d) buildout of the updated *Sewer Master Plan*.

The *Water Master Plan*, *Wastewater Master Plan* and *Storm Drainage Master Plans* were originally approved on July 12, 2011 (*Resolution No. 8870*). An update to the *Water Master Plan*, dated September 2014, was prepared by Brown & Caldwell. Additionally, a *Recycled Water Infrastructure Analysis Report*, dated August 11, 2014 was prepared by the J. Crowley Group. An update to the *Wastewater Master Plan*, dated September 2014, was prepared by Waterworks Engineers. An update to the *Storm Drainage Master Plan*, dated October 2014, was prepared by MacKay & Soms Engineers.

In December 2014, an initial study for the project was prepared by Raney Planning & Management Inc. On February 24, 2015, the City of Folsom approved a Mitigated Negative Declaration for the Project (*Resolution No. 9505*) and on May 20, 2015, the U.S. Army Corp of Engineers issued its Record of Decision (SPK-2007-02159) for the Project.

The construction funding and phasing of these public infrastructure projects is specified in the development agreement(s) and the PFFP. As described in the initial study and the PFFP, buildout of the backbone infrastructure includes:

- Roadways (regional, local and Plan Area)
- Water (off-site, on-site and recycled)
- Wastewater (off-site and on-site)
- Storm Drainage
- Habitat Mitigation for Infrastructure

ROADWAYS

Improvements to the regional and local roadway infrastructure as well as the construction of new arterial and collector streets is included in the backbone infrastructure project. Development of the Plan Area will have regional impacts on U.S. Highway 50 and existing local roads. Roadway mitigation measures required as a condition of annexation of the Plan Area to the City of Folsom include improvements to U.S. Highway 50 (Regional Highway Improvement Plan) and existing local roads within and/or adjacent to the Plan Area (Local Road Improvement Plan).

Regional Road (Highway 50) Improvement Plan

Condition 5 of LAFC *Resolution No. 1196* and *Mitigation Measure 4.4-2* in the accompanying Mitigation Monitoring and Reporting Plan requires the City of Folsom, with the cooperation of CalTrans, Sacramento County, El Dorado County, the El Dorado County Transportation Commission and SACOG to identify the traffic/transportation measures that must be implemented to mitigate the potential impacts on regional transportation infrastructure (Highway 50) from proposed development within the SOIA area (*Plan Area*). The required Highway 50 improvements have been identified and include:

- Proportional share of Oak Avenue/Highway 50 interchange and associated Highway 50 improvements.

- Proportional share of Prairie City Road/Highway 50 interchange improvements and associated Highway 50 improvements.
- Proportional share of Empire Ranch Road/Highway 50 interchange and associated Highway 50 improvements.
- Proportional share of East Bidwell Street/Highway 50 interchange improvements and associated Highway 50 improvements.

A funding and phasing plan has been developed for these improvements the details of which are included in the Public Facilities Finance Plan. The PFFP proposes community facilities districts and impact fee programs to fund the majority of the improvements.

Local Road Improvement Plan

Condition 4 of LAFC *Resolution No. 1196* and *Mitigation Measure 4.4-1* of the accompanying *Mitigation Monitoring and Reporting Plan* requires the City of Folsom, with the cooperation of Sacramento and El Dorado Counties, to prepare a plan to address the necessary improvements to the local roadway network of each jurisdiction in order to mitigate the impacts associated with development of the sphere of Influence Amendment Area (*Plan Area*). In this case, the identified existing local road network that requires improving includes: White Rock Road, Placerville Road, East Bidwell Street and Prairie City Road. The FPASP and FPASP PFFP include improvements to these existing local roads and a financing and construction phasing strategy to achieve service levels that are consistent with the General Plans of the City of Folsom, Sacramento County and El Dorado County.

As an independent part of this effort, Sacramento County is proceeding with the White Rock Road General Plan Amendment and Widening Improvement and Safety Project (Phases A, B & C). Phase C of this project calls for the widening and realignment of White Rock Road to 4-lanes with a raised center median and bike lane for the portion of White Rock Road that abuts the southern boundary of the Plan Area. Currently, Phase C is an unfunded county project. As an additional improvement, the FPASP is responsible for constructing one additional traffic lane and an adjacent Class I bike path along the northern frontage of the proposed White Rock Road widening.

Capital Southeast Connector Project

On July 14, 2015, The Folsom City Council approved a resolution (*Resolution No. 9609*) supporting the proposed alignment of the Capital Southeast Connector Project, Segment D3. Additionally, in November 2016, the Capital Southeast Connector Joint Powers Authority (JPA) awarded a contract to Dokken Engineering to complete the first phase of final design on the D3 segment. Construction of the first phase of segment D3 will begin in early 2021 with completion of construction in the Fall of 2022.

Plan Area Roads

In addition to the required improvements to White Rock Road, Placerville Road, East Bidwell Street, and Prairie City Road outlined in the Local Road Improvement Plan, major arterial and collector streets, including bridges and culverts, intersection signals, and dry utilities, need to be constructed as part of the Backbone Infrastructure Project including:

- Collector Streets
 - Alder Creek Parkway (Westwood Drive to Empire Ranch Road)*
 - Mangini Parkway (Prairie City Road to Empire Ranch Road)*
 - Savannah Parkway (East Bidwell Street to White Rock Road)*
 - Westwood Drive (Alder Creek Parkway to Placerville Road)*

- Arterial Streets

Alder Creek Parkway (Prairie City Road to Westwood Drive)

Empire Ranch Road (Highway 50 to White Rock Road)

Rowberry Drive and (Alder Creek Parkway to Iron Point Road)

Westwood Drive (Savannah Parkway to Alder Creek Parkway)

POTABLE WATER

A new water supply for the Plan Area was a condition of annexation of the Plan Area to the City of Folsom. LAFC *Resolution No. 1196* and *City Charter Article 7.08* requires the City of Folsom to identify and secure a new source of water supply to serve the Plan Area and the new supply shall not be paid for by Folsom residents north of Highway 50. In December 2007, the Natomas Central Mutual Water Company (NCMWC) shareholders approved the sale of 8,000 acre-feet per year of water to serve the Plan Area. The water supply would have been diverted from the Sacramento River at the Freeport Regional Water Project and conveyed to the Plan Area through new potable water infrastructure. The FPASP EIR/EIS analyzed the impacts resulting from the water infrastructure required to supply water from the NCMWC to the Plan area at the program level.

Since passage of the California Water Conservation Act of 2009, the City of Folsom has undertaken various water management measures, including implementing metered water rates, and completed its Water Systems Optimization Review (SOR) Program, consisting of conservation, repairs, improvements and replacements of existing water transmission and distribution facilities. Prior to the initiation of the SOR Program, the city identified unaccounted water of 25 to 30 percent within its water distribution system. The city's actions through the SOR Program have made available new water supplies that cannot be used by the city's existing water users north of Highway 50.

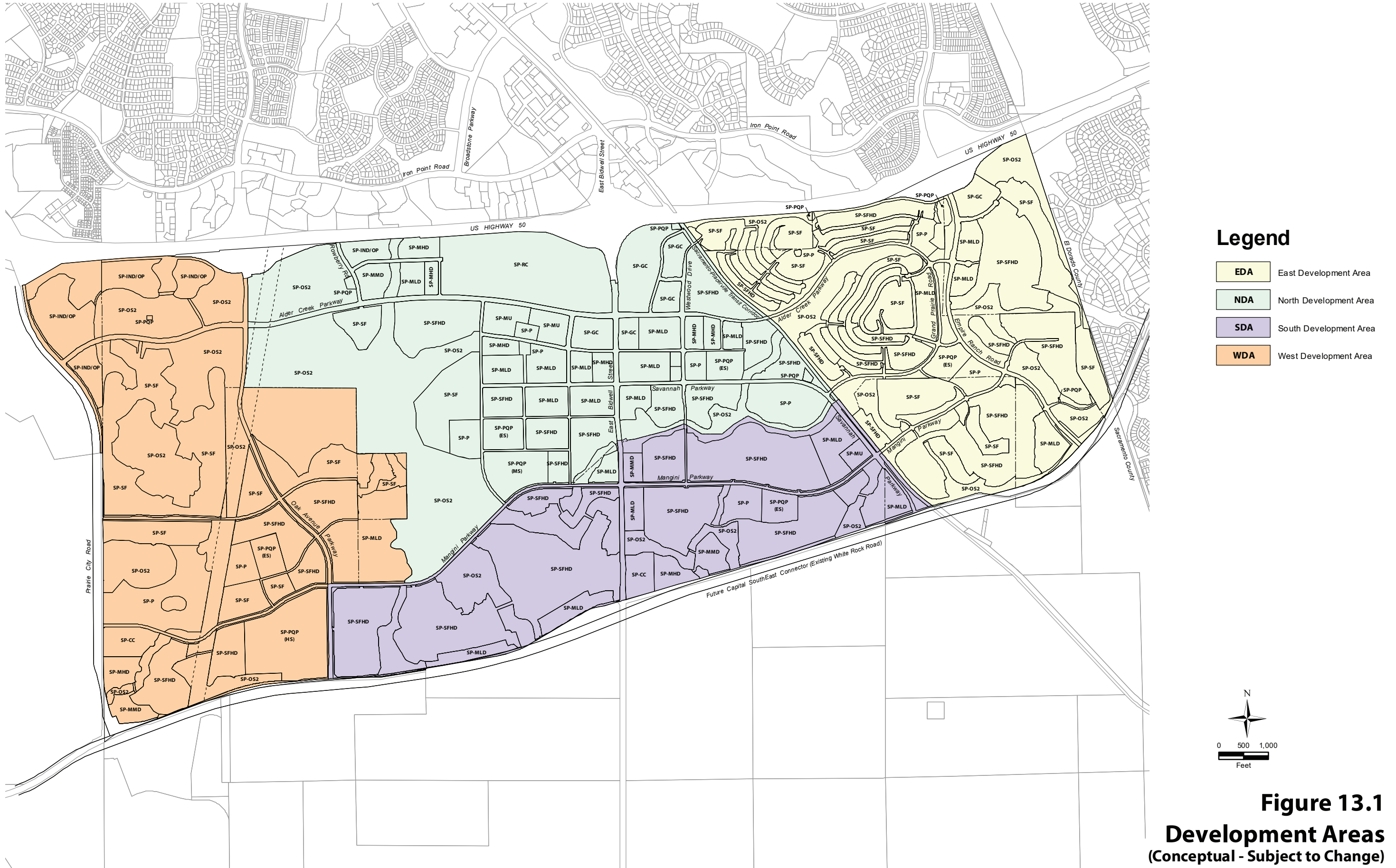
The 2009 Plan Area Water Supply Assessment, identifies a water demand of approximately 5,600 acre-feet (AF) for the Plan Area, including the Folsom Heights Project that will be served by the El Dorado Irrigation District. The city has determined that the SOR Program and implementation of metered rates will recover an estimated 6,450 acre-feet per year (AF) which is surplus to the present and forecasted demands of the city's existing water users. Therefore, the NCMWC water will not be required for the Plan Area.

On December 1, 2012, The Folsom City Council approved and certified an Addendum to the Environmental Impact Report for the Folsom Plan Area Specific Plan project for purposes of analyzing an alternative water supply for the Plan Area (*Resolution No. 9096*). On that same date the Council also approved a Water Supply and Facilities Financing Plan and Agreement (*Resolution No. 9097*) between the City of Folsom and Certain Landowners in the Folsom Plan Area. The Agreement, dated December 11, 2012, was entered into by and between the City and Folsom Real Estate South, LLC. Et al., and was recorded in the Official Records of Sacramento County, Book 201301124, Page 1382, on January 24, 2013 as amended. A judgment validating the Water Supply Agreement was entered by Sacramento County Superior Court Judge Raymond M. Cadei on October 16, 2013. The Agreement makes available 5,600 – acre feet of water for the Plan Area from the City's Systems Optimization Water Project.

On and Off-Site Potable Water Infrastructure

The updated Water Master Plan (WMP) includes details of both on-site and off-site transmission mains, storage tanks, booster stations, pressure regulating stations, and distribution mains and laterals. The updated WMP reflects the following changes to the WMP prepared in 2007:

- New pressure zone elevations;
- New transmission pipelines to deliver the initial phase of water from the existing City system;
- Zone 3 east booster pump station at the Folsom Water Treatment Plant on East Natoma Street.



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- Relocation of water storage tanks for pressure Zones 3, 4 and 5;
- Pressure booster pumps serving Zones 4 and 5 located on the south side of Highway 50 at Placerville Road and a pressure pump to serve Zone 6 located on the southwest quadrant of the future Empire Ranch Road interchange;
- Addition of a storage tank for recycled water near Highway 50 and Old Placerville Road; and
- Additional service improvement to serve the ultimate Plan Area demand of 8.8 million gallons including a new booster pump station and a 30-inch transmission pipeline from the Folsom Water Treatment Plants.

There is a small area in the northeast corner of the Plan Area that can develop without constructing the primary backbone water infrastructure because it lies within the service area of the El Dorado Irrigation District and can be served by existing water mains in El Dorado County.

NON-POTABLE WATER (RECYCLED WATER)

An August 11, 2014 technical memorandum prepared by the J. Crowley Group provides a discussion and summary of the anticipated recycled water infrastructure needed for the Plan Area. The memorandum notes that as development of the Plan Area proceeds, the city intends to install main recycled water pipelines for a recycled water system, although no recycled water supply is currently identified. It is envisioned that recycled water will be used for the irrigation of all schools and parks west of the Sacramento/Placerville Transportation Corridor (SPTC). Due to the abrupt change in elevation east of the SPTC, no recycled water system is envisioned for the White Rock Ranch, Russell Ranch and Broadstone Estates projects. However, the Folsom Heights project is located within the EID service area and EID requires all new developments to include recycle water for the irrigation of parks, school, streetscape and residential landscaping. In addition to mainline piping, booster pumps and storage tanks are proposed at several locations for the daily storage of recycled water; however, seasonal storage has not been investigated or provided (refer to the 2014 FPA Recycled Water Analysis 2.0 prepared by the J. Crowley Group).

WASTEWATER

The updated *Wastewater Master Plan* (WMP) includes details of gravity sewer mains, pump stations, force mains, localized collector lines and individual laterals. At Plan Area build-out, the wastewater system will consist of gravity mains ranging in size from 8 to 30-inches in diameter with a total length of approximately 89,500-feet serving three major sewer sheds: the Alder Creek Parkway shed, the Prairie City shed and the Mangini Parkway/Oak Avenue shed. The total volume flow is estimated at 14.31 million gallons per day (MGD), equivalent to 15,554 equivalent dwelling units (EDU). A small zone in the northeast of the Plan Area (the Folsom Heights project) is served by EID and is not analyzed in the Wastewater Master Plan update. Two lift stations are proposed for the Plan Area: the first, the Alder Creek Parkway Lift station estimated to pump 14.5 MGD via a force main connecting to an existing lift station in Iron Point Road and the second, the Russell Ranch lift station estimated to pump 0.3 MGD. A temporary lift station and force main are scheduled to serve initial phases of development including 800 units in the Mangini Ranch project, 350 dwelling units in the Russell Ranch project and 800 dwelling units in the Hillsborough project. (refer to the updated *Wastewater Master Plan* and the PFFP).

STORMWATER

The SWMP includes details of the balance centralized and low impact development stormwater management system. The storm drainage system includes underground pipe conveyances and all of the surface components of the system including inlets, filters, maintenance access and outfall structures. The overall drainage system will convey and treat storm runoff from the Plan Area. One proposed hydromodification basin (HMB 19) is located in the middle of the site adjacent to detention basin 6 (DB6). It should be noted that off-site detention basin (Combo 2) is proposed just west of Prairie City Road.

Off-stream detention basins will be strategically located throughout the Plan Area and they will capture the upstream developed watershed storm runoff and provide water quality treatment and mitigate for the hydromodification of the receiving watercourse. Off-stream detention basins will meter the storm outflow out of the basin and into the receiving water closely matching that watercourse's pre-development runoff flow rates and durations. The Plan Area may also include some in-stream measures for mitigating hydromodification impacts to the receiving watercourse. The in-stream measures to mitigate for hydromodification will typically consist of stream embankment stabilization and flow metering at roadway culvert crossings. Major roadway culverts have been sized to convey the 200 year/24 hour event without overtopping the roadways or flooding the adjacent developable areas within the Plan Area (refer to the *Stormwater Master Plan*).

DRY UTILITIES

The fifth backbone infrastructure category is dry utilities. Electric and natural gas service, as well as telephone and cable TV services are required for construction to begin in the development areas. Sacramento Municipal Utility District (SMUD) and the Pacific Gas & Electric Company (PGE) will be the suppliers of electric and natural gas service. AT&T and Comcast Communications will be the companies responsible for providing an underground network of copper and fiber optic systems for telephone, cable TV and internet services. Additionally, wireless communication towers will be located throughout the Plan Area to provide complete wireless service to Plan Area residents. Three electric substations and an underground network of conduits will be necessary to provide electric service to the Plan Area. One or more major natural gas transmission lines will also be required.

IN-TRACT INFRASTRUCTURE

In-tract infrastructure includes collector roads, water, wastewater, non-potable water, stormwater mains, stormwater detention basins, and dry utilities that are required for the construction of individual development parcels. Over time, in response to market demands, the boundaries of the development parcels may change; however, regardless of the ultimate configuration of the development parcels, all backbone infrastructure must be constructed prior to or concurrent with individual development parcels. The governing construction phasing principle is to provide the necessary backbone infrastructure to meet the service levels identified by the City of Folsom. In-tract infrastructure includes, but is not limited to:

- *Collector and local road segments and traffic signals (once warrants are met).*
- *Stormwater improvements, detention/water quality basins and stormwater drain pipe and appurtenances.*
- *Water transmission mains and laterals*
- *Wastewater mains and laterals wastewater improvements.*
- *Natural gas mains, electric and cable TV conduits, electric substation.*

13.6 PUBLIC FACILITIES

A part of a balanced community that does not create a burden upon existing city public services or facilities, the Plan Area provides all necessary public facilities to support the needs of Plan Area residents. As discussed earlier, dedications and reservations of land for public facilities such as parks and schools respectively will occur at the final subdivision map approval stage per the terms of the development agreement (refer to *Section 11 – Public Services and Facilities* and the *PFFP* for a more detailed discussion of Public Facilities). Unless the needs of the public agencies dictate otherwise, public facilities in the Plan Area will include:

PUBLIC SCHOOLS

Sites for a high school, a middle school and five elementary schools are provided in the Plan Area (refer to *Section 11.3 – Public Schools* and the *PFFP* for additional information on public schools).

PARKS

The Plan Area will be served by the addition of up to 140.3-acres of developed public park land consisting of two community parks, six neighborhood parks and three local parks as shown on *Figure 9.1 – Parks* and summarized in *Table 9.4 – Required Parkland Dedication*. The design and construction of the various parks will take place in conjunction with the residential development timeline and in the same relative geographic area. It is anticipated that neighborhood park 3 will be the first park developed and it is planned for completion in the fourth year of development, when there are approximately 1,000 to 1,300 occupied residential dwelling units (refer to *Section 9 – Parks* and the *PFFP* for additional information on parks).

TRANSIT FACILITIES

Transit facilities include transit vehicles, park and ride lots, enhanced transit stops, a transfer station, and a four-mile long exclusive transit lane. The timing of construction of these facilities will be determined by the rate of development of the Plan Area and the cash flow from a stand-alone impact fee paid by developers (refer to *Section 7.10 – Public Transit*, the *PFFP* and the *Transit Master Plan* for additional information on transit facilities).

FIRE FACILITIES

Two new fire stations equipped with two engine companies, are proposed for the Plan Area. These facilities will be staffed by thirty firefighters. The level of service represents a ratio of 1 station per 12,000 population, which is roughly the same as the existing city service ratio. Construction of the first station will begin when there are approximately 1,400 residential units constructed and occupied. The second fire station is anticipated to be constructed when approximately 5,400 residential dwelling units are constructed and occupied and 800,000 square feet of non-residential uses is constructed (refer to *Section 11.5 – Public Safety* and the *PFFP* for additional information on fire facilities).

POLICE FACILITIES

A single police sub-station is proposed for the Plan Area. At plan build-out, approximately thirty sworn police officers will serve the Plan Area from the new sub-station. Construction of the police sub-station is expected to be completed in the eighth year of development, when there are approximately 10,000 residents living the Plan Area. Until the new sub-station is completed, staffing will be added to provide service to the Plan Area (refer to *Section 11.5 – Public Safety* and the *PFFP* for additional information on police facilities).

MUNICIPAL SERVICES CENTER

The municipal services center is planned to be a full-service center that will provide a customer center for the payment of utility bill and license fees, park and recreation registration fees, planning and building permit processing fees, employment applications, code enforcement requests, and other public services. Additionally, the center will have an information technology center and the capacity to hold various community meetings and provide the public with computer access. Construction of the municipal service center is planned to take place in the tenth to twelfth year of development, when the Plan Area population is approximately 12,000 residents (refer to *Section 11.4 – Municipal Services Center* and the *PFFP* for additional information on the municipal services center).

CORPORATION YARD

Anticipating a move and expansion of the existing city corporation yard, the proportionate cost associated with the Plan Area was calculated and will be collected through a new stand-alone impact fee paid by Plan Area developers at the time they obtain building permits (refer to the *PFFP* for additional information on the corporation yard).

BRANCH LIBRARY

The branch library will address community needs in the Plan Area and will have an on-site inventory of over 12,000 books, supplemented with eBooks and pre-loaded tablets. The branch library will be designed to serve all ages and will have a computer/learning lab space, group study rooms, and a larger community room. Construction of the branch library will coincide with the construction of the municipal service center in the tenth to twelfth year of development when the Plan Area populated is approximately 12,000 residents (refer to *Section 11.4 – Municipal Services Center* and the *PFFP* for additional information on the branch library).

COMMUNITY & AQUATIC CENTER

The community and aquatic center, to be located in community park east, will provide a comprehensive range of recreation programs and services in support of the Plan Area community. Proposed facilities may include a competitive 25-meter competitive swimming pool, a recreation activity swimming pool, a gymnasium, multi-purpose classrooms, a senior center, and teen activity rooms. The community and aquatic center will be considered for development once the Plan Area nears build-out. The community and aquatic center is proposed to be funded through a traditional Mello-Roos CFD, established at the outset of development, covering the entire Plan Area (refer to the *PFFP* for additional information on the community and aquatic center).

TRAILS & BIKEWAYS

The Plan Area provides approximately 30-miles of Class I bike paths, Class II bike lanes and paved and unpaved trails connecting residential neighborhoods with schools, parks and other major destinations. The design and construction of the various trails will take place in conjunction with the roadway and residential development timelines and in the same relative geographic area (refer to *Section 7.11 – Sidewalk, Trail & Bikeway Network* and the *Addendum to the City of Folsom Bikeway Master Plan* for additional information on trails and bikeways).

13.7 FINANCING, PHASING AND MAINTENANCE OF PUBLIC INFRASTRUCTURE AND FACILITIES

FINANCING

As described in *Sections 7, 9, 11 & 12*, the FPASP is a comprehensive plan that calls for the construction of a vast network of public infrastructure including roads, public transit facilities, water and wastewater systems, stormwater conveyance, as well as the construction of schools, parks, police and fire protection facilities, and a municipal service center. A separate document, the *Public Facilities Financing Plan (PFFP)* describes in detail the Plan Area infrastructure and its sources of funding and development timing.

The construction of all required backbone infrastructure and other public improvements for the Plan Area will be funded through the establishment of one or more community facilities districts, Plan Area impact fees, City of Folsom impact fees, private developer financing, and other available funding mechanisms summarized below and discussed in more detail in the *PFFP* and the development agreement(s).

FINANCING OBJECTIVES & POLICIES

Objective 13.1:

Provide funding for all FPASP backbone infrastructure and public facilities projects so that development of the Plan Area may proceed.

Policy 13.1:

The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.

Policy 13.2:

The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal services center, police and fire department stations, the city corporation yard and community, neighborhood and local parks.

Policy 13.3:

The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.

Policy 13.4:

A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.

Policy 13.5:

City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.

Policy 13.6:

One or more community facilities districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.

FOLSOM PLAN AREA DEVELOPMENT IMPACT FEES

As discussed in the PFFP, proposed development in the Plan Area will create a need for additional public improvements, infrastructure, facilities and services for residents, businesses, and visitors. *FMC Chapter 3.120*, and the approved Folsom Plan Area Specific Plan Fee and Stand Alone Fees Nexus Study dated July 17, 2015 (*Resolution No. 9641*), provides the basis for establishing and administering a Folsom Plan Area Development Impact Fee (FPA Development Impact Fee). The FPA Development Impact Fee is to be collected for specific purposes described in the *PFFP* and includes the following components and subcomponents:

- *Solid Waste Fee*
- *Corporation Yard Fee*
- *Highway 50 Improvement Fee*
- *Highway 50 Interchange Fee*
- *Sacramento County Transportation Development Fee*
- *FPASP Fee*:
 - General Capital Facilities Subcomponent
 - Library Subcomponent
 - Municipal Services Center Subcomponent
 - Police Subcomponent
 - Fire Subcomponent
 - Parks Subcomponent
 - Trails Subcomponent

The developer of any new development in the Plan Area shall pay the FPA Development Impact Fee at, or prior to, issuance of any building permit for a structure which is subject to *FMC Chapter 3.120*. The amount of the fee shall be the then-current amount at the time of building permit issuance, and shall be paid on a building-permit-by-building permit basis. On September 8, 2015, the Folsom City Council set the initial amount of the FPA Development Impact Fee (refer to *FMC Chapter 3.130* and *Resolution No. 9641*).

FOLSOM PLAN AREA SPECIFIC PLAN INFRASTRUCTURE FEE

Development within the Plan Area creates a need for additional public improvements and public facility land dedications to serve the Plan Area. Such burdens vary by the type of land use. Such burdens should be shared equitably by development within the Plan Area. *FMC Chapter 3.130*, and the approved Nexus Study dated August 14, 2015 (*Resolution No. 9642*), provides the basis for establishment of the Folsom Plan Area Specific Plan Infrastructure Fee (SPIF Fee). The SPIF Fee is imposed on new development within the Plan Area that equitably spreads the burden of public improvements and facilities and distributes the cost of public lands and community parkland to development projects within the Plan Area. The SPIF Fee shall be imposed consistent with the Development Agreement and the PFFP covering all properties in the Plan Area. The SPIF Fee is comprised of the following components:

- *Infrastructure Fee Component*
- *Parkland Fee Component*
- *Public Lands Fee Component*
- *Administration Fee Component*

The initial amount of the SPIF Fee shall be set by resolution of the Folsom City Council following a public hearing consistent with the Mitigation Fee Act, the Plan Area Development Agreement and the PFFP. On September 8, 2015, the Folsom City Council set the initial amount of the SPIF Fee (refer to *FMC Chapter 3.130* and *Resolution No. 9642*).

As stipulated in the 2015 Nexus Study, the City anticipated property owners would petition the City to consider one or more Specific Plan Amendments (SPAs). Such SPAs, if approved by the City, would change the nature and mix of residential and nonresidential land uses. Any such SPAs approved by the City on or before June 30, 2016 would be incorporated into a SPIF Program update. Between the adoption of the 2015 Nexus Study and June 30, 2016, the City approved SPAs that resulted in a change in the mix of FPASP residential and nonresidential land uses. As a result, EPS prepared a Fiscal Year (FY) 2017-2018 Nexus Study Update (2018 Nexus Study Update). Adopted by the City on January 9, 2018 by Resolution No. 10059, the 2018 Nexus Study Update included updated estimates of costs, land use and other fee program information required to determine the nexus between required infrastructure, habitat mitigation, parkland and public facilities land, and the developable land uses that will drive the demand for the facilities.

As intended and mentioned in the 2015 Nexus Study and 2018 Nexus Study Update, the City may update the nexus study periodically based on several factors, including changes in facility costs greater than annual escalation factors. As described below, the FPASP property owners requested this FY 2021-2021 Nexus Study Update (2020 Nexus Study Update) to ensure the SPIF - Infrastructure Fee is reflective of the cost of SPIF backbone infrastructure construction. Furthermore, this 2020 Nexus Study Update is the first nexus study update to occur since FPASP properties have been approved for final small lot map or building permit issuance, therefore requiring either payment or credit of the SPIF Program fees. As a result, this 2020 Nexus Study Update reflects the remaining FPASP land uses subject to the SPIF Program.

As described herein, the Fee Program update will be adopted by the City pursuant to the provisions set forth in the Mitigation Fee Act found in Government Code Section 66000 et. seq.

COMMUNITY FACILITIES DISTRICTS

The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district or joint powers authority to establish a Mello-Roos Community Facilities District (CFD) for the financing of public improvement and services including streets, sewer systems, police and fire protection, schools, parks, libraries, and other cultural facilities. Typically, a CFD is created to finance public improvement when no other means of financing is available. A CFD is created by a local governmental agency with the approval of 2/3 of the residents living within the proposed boundaries of the CFD and once approved, a special tax lien is placed against each property in the CFD and the tax is paid annually by the property owner. The Plan Area may have one or more CFDs to finance regional, primary and secondary backbone infrastructure and/or infrastructure fees.

Community Facilities District No. 18 (Area-Wide Improvements)

On December 8, 2015, the Folsom City Council approved:

- *Resolution No. 9692:* A resolution of the City Council and the City of Folsom to Form a Community Facilities District and to Levy Special Taxes Therein.
- *Resolution No. 9693:* A resolution of the City Council and the City of Folsom Deeming it necessary to incur bonded indebtedness in and for the City of Folsom Community Facilities District No. 18 (Folsom Plan Area – Area-Wide Improvements and Services).
- *Resolution No. 9694:* A resolution of the City Council and the City of Folsom Calling for a special mailed-ballot election in the City of Folsom Community Facilities District No. 18 (Folsom Plan Area – Area Wide Improvements and Services)
- *Resolution No. 9695:* A resolution of the City Council and the City of Folsom declaring election results in the City of Folsom Community Facilities District No. 18 (Folsom Plan Area – Area-wide Improvement and Services).

- On January 12, 2016, the Folsom City Council adopted *Ordinance 1249* – An uncodified ordinance levying special taxes for the fiscal year 2016–17 and following fiscal years solely within and relating to the City of Folsom Community Facilities District No. 18 (Folsom Plan Area – Area-Wide Improvements and Services)

CFD No. 18 will provide funding for at least \$74 million of backbone infrastructure and facilities costs, approximately \$13 million for the Quarry Road, and fund the ongoing operations and maintenance of the Plan Area maintenance and services to be provided including:

- Sewer and off-site water
- Aquatic Center phase 1
- Quarry Road
- Water Infrastructure
- Trails
- Highway 50 interchanges
- Aquatic Center phase 2
- Road Widenings

Additionally, CFD No. 18 local obligation bonds will be exchanged for the outstanding CFD No. 17 local obligation bonds. The CFD No. 18 funding stream will be a combination of bonded indebtedness and pay as you go funding, both secured by the levy of special taxes upon property within the boundaries of CFD No. 18.

Community Facilities District No. 19 (Mangini Ranch)

On January 12, 2016, the Folsom City Council approved:

- *Resolution No. 9708*: A resolution of the City Council of the City of Folsom to form a community facilities district to provide for future annexation of territory therein and to levy special taxes therein.
- *Resolution No. 9709*: A resolution of the City Council and the City of Folsom deeming it necessary to incur bonded indebtedness in and for the City of Folsom Community Facilities District No. 19 (Mangini Ranch).
- *Resolution No. 9710*: A resolution of the City Council and the City of Folsom Calling for a special mailed-ballot election in the City of Folsom Community Facilities District No. 19 (Mangini Ranch)
- *Resolution No. 9711*: A resolution of the City Council and the City of Folsom declaring election results in the City of Folsom Community Facilities District No. 19 (Mangini Ranch).
- *Resolution No. 9712*: A resolution of the City Council of the City of Folsom authorizing the execution of an indenture providing for the issuance of the City of Folsom Community Facilities District No. 19 Special Tax Bonds, Series 2016A, authorizing the execution of a local obligation purchase contract, and authorizing necessary actions and the execution of other documents in connection therewith.
- On January 26, 2016, the Folsom City Council adopted *Ordinance 1252* – An uncodified ordinance levying special taxes for the fiscal year 2016-17 and following fiscal years solely within and relating to the City of Folsom Community Facilities District No. 19 (Mangini Ranch).

Special tax revenue generated from CFD No. 19 will help fund all or a portion of the project's share of backbone infrastructure and facilities, including related environmental mitigation obligations including:

- Transportation improvements
- Water system improvements
- Recycled water system improvements
- Drainage system improvements
- Wastewater system improvements

- Park, parkway and open space improvements
- Infrastructure under the Specific Plan Infrastructure Fee Program (SPIF)

In addition to facilities, the levy and collection of annual special taxes will fund project-specific services including, but not limited to, the maintenance and repair of the following items:

- Open space
- On-site landscape corridors and paseos
- Street lights
- Medians, entries, and entry monuments
- Community amenities, such as a community clubhouse
- Storm water management, water quality structural controls, including drainage swales, constructed between storm drain facilities receiving waters.

The CFD No. 19 funding stream will be a combination of bonded indebtedness and pay as you go funding, both secured by the levy of special taxes upon property within the boundaries of CFD No. 19.

Community Facilities District No. 20 (Russell Ranch)

On October 10, 2017, the Folsom City Council approved:

- *Resolution No. 10015:* A resolution of the City Council of the City of Folsom appointing consultants, approving a proposed boundary map and declaring intention to form a Community Facilities District to be named “City of Folsom Community Facilities District No. 20 (Russell Ranch) and to levy special taxes therein.
- *Resolution No. 10016:* A resolution of the City Council of the City of Folsom declaring the necessity for incurring bonded indebtedness in and for the City of Folsom Community Facilities District No. 20 (Russell Ranch) and calling for a public hearing thereon.

On November 14, 2017, the Folsom City Council approved:

- *Resolution No. 10035:* A resolution of the City Council of the City of Folsom to form a community facilities district and to levy special taxes therein.
- *Resolution No. 10036:* A resolution of the City Council and the City of Folsom deeming it necessary to incur bonded indebtedness in and for the City of Folsom Community Facilities District No. 21 (Russell Ranch).
- *Resolution No. 10037:* A resolution of the City Council and the City of Folsom Calling for a special mailed-ballot election in the City of Folsom Community Facilities District No. 21 (Russell Ranch).
- *Resolution No. 10038:* A resolution of the City Council and the City of Folsom declaring election results in the City of Folsom Community Facilities District No. 20 (Russell Ranch).

On December 12, 2018, the Folsom City Council adopted:

- *Ordinance No. 1279* – An uncodified ordinance levying special taxes for the fiscal year 2017-18 and following fiscal years solely within and relating to the City of Folsom Community Facilities District No. 20 (Russell Ranch).

Special tax revenue generated from CFD No. 20 will help fund all or a portion of the project’s share of backbone infrastructure and facilities, including related environmental mitigation obligations including:

- Transportation improvements
- Water system improvements
- Recycled water system improvements
- Drainage system improvements

- Wastewater system improvements
- Park, parkway and open space improvements
- Infrastructure under the Specific Plan Infrastructure Fee Program (SPIF)

In addition to facilities, the levy and collection of annual special taxes will fund project-specific services including, but not limited to, the maintenance and repair of the following items:

- Open space
- On-site landscape corridors and paseos
- Street lights
- Medians, entries, and entry monuments
- Community amenities, such as a community clubhouse
- Storm water management, water quality structural controls, including drainage swales, constructed between storm drain facilities receiving waters

The CFD No. 20 funding stream will be a combination of bonded indebtedness and pay as you go funding, both secured by the levy of special taxes upon property within the boundaries of CFD No. 20.

Community Facilities District No. 21 (White Rock Springs Ranch)

On January 9, 2018, the Folsom City Council approved:

- *Resolution No. 10056:* A resolution of the City Council of the City of Folsom appointing consultants, approving a proposed boundary map and declaring intention to form a Community Facilities District No. 21 (White Rock Springs Ranch) and levy special taxes therein.
- *Resolution No. 10057:* A resolution of the City Council of the City of Folsom declaring the necessity for incurring bonded indebtedness in and for the City of Folsom Community Facilities District No. 21 (White Rock Springs Ranch) and calling for a public hearing thereon.

On February 13, 2018, the Folsom City Council approved:

- *Resolution No. 10075:* A resolution of the City Council of the City of Folsom to form a Community Facilities District and to levy special taxes therein.
- *Resolution No. 10076:* A resolution of the City Council and the City of Folsom deeming it necessary to incur bonded indebtedness in and for the City of Folsom Community Facilities District No. 21 (White Rock Springs Ranch).
- *Resolution No. 10077:* A resolution of the City Council of the City of Folsom calling for a special mailed-ballot election in the City of Folsom Community Facilities District No. 21 (White Rock Springs Ranch).
- *Resolution No. 10078:* A resolution of the City Council and the City of Folsom declaring election results in the City of Folsom Community Facilities District No. 21 (White Rock Springs Ranch).

On February 27, 2018, the Folsom City Council adopted:

- *Ordinance 1281* – An uncodified ordinance levying special taxes for the fiscal year 2017-18 and following fiscal years solely within and relating to the City of Folsom Community Facilities District No. 21 (White Rock Springs Ranch).

Special tax revenue generated from CFD No. 21 will help fund all or a portion of the project's share of backbone infrastructure and facilities, including related environmental mitigation obligations including:

- Transportation improvements
- Water system improvements
- Recycled water system improvements

- Drainage system improvements
- Wastewater system improvements
- Park, parkway and open space improvements
- Infrastructure under the Specific Plan Infrastructure Fee Program (SPIF)

In addition to facilities, the levy and collection of annual special taxes will fund project-specific services including, but not limited to, the maintenance and repair of the following items:

- Open space
- On-site landscape corridors and paseos
- Street lights
- Medians, entries, and entry monuments
- Community amenities, such as a community clubhouse
- Storm water management, water quality structural controls, including drainage swales, constructed between storm drain facilities receiving waters.

The CFD No. 21 funding stream will be a combination of bonded indebtedness and pay as you go funding, both secured by the levy of special taxes upon property within the boundaries of CFD No. 21.

CITY OF FOLSOM IMPACT AND CAPITAL IMPROVEMENT FEES

The City of Folsom has adopted a number of development impact and capital improvement fees to finance City capital improvements. Payment of these fees is due at issuance of building permit. The City collects the following fees:

- *Road fees*
- *Sewer fees*
- *Drainage fees*
- *Water connection fees*
- *Capital Improvement fees (general, fire, police and park equipment)*
- *Drainage fees*
- *Water connection fees*
- *Quimby Act (parkland dedication in-lieu fees)*
- *Citywide park fee*
- *Transportation management fee*
- *Solid Waste Capital Improvement fee*
- *School impact fees*

FOLSOM CORDOVA UNIFIED SCHOOL DISTRICT MEASURE M GENERAL OBLIGATION BOND

On March 27, 2007, the registered voters in FCUSD School Facilities Improvement District (SFID) 3, which encompasses the Plan Area and other district areas south of Highway 50, approved a \$750 million general obligation bond. The intent of Measure M is to utilize state funding and developer (impact) fees through issuance of \$750 million in bonds for the construction of new elementary, middle and high schools, libraries, computer labs, support facilities, land acquisition and acquisition of equipment and computer technology for the growing district.

MEASURE A - SACRAMENTO COUNTYWIDE TRANSPORTATION MITIGATION FEE PROGRAM

A one-half of one percent retail transaction and use tax that is statutorily dedicated for transportation planning, design, construction, operation, and maintenance in Sacramento County to be used by local

jurisdictions for expenditure in accordance with the Ordinance, a 5-year SCTMFP program annually updated and approved by the STA Governing Board, applicable resolutions of the STA, Measure A allocation and expenditure contract between the STA and local jurisdictions, and AB 1600. It is possible that funds from this fee program may be used to fund some regional roads in the Plan Area.

OTHER FUNDING SOURCES

In addition to the funding sources previously described, the city and other agencies will continue to rely on several other funding sources to the extent necessary and available, including the following:

- Matching State School Funding/Other School Funding
- Private Developer Funding
- Developer Advances
- Other Funding Sources

13.8 PHASING

As previously discussed in *Section 13.4 – Conceptual Development Areas*, the conceptual development areas do not necessarily represent phasing; they do represent the logical placement of infrastructure along with land uses that may or may not develop as depicted. The final development phasing will be determined at the time of tentative subdivisions map approval. Subsequent tentative map submittals will include an updated phasing plan. It may be desirable to construct major elements of the backbone infrastructure in one CFD that includes all the Plan Area properties. One or more additional CFDs may be created to align financing with a particular development (*phase*) area (refer to the PFFP for additional information on backbone infrastructure funding and phasing).

PHASING OBJECTIVES & POLICIES

Objective 13.2:

Coordinate the construction phasing of backbone infrastructure and public facilities.

Policy 13.7:

Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.

13.9 MAINTENANCE

The Plan Area will have significant public improvements to maintain and operate including features such as open space, landscape corridors, bikeways and trails, landscape features including but not limited to decorative walls and fences, signs, light fixtures, benches and trash receptacles. One method of maintaining these facilities currently used by the City of Folsom is the landscaping & lighting district (LLD).

Currently, there are over twenty-five landscaping and lighting districts (LLD) in the City of Folsom whose purpose is to maintain and service the public improvements in each district. Landscaping and lighting districts typically maintain landscape corridors, median islands, streetlights, and in some cases, sidewalks, walls, fences, open space areas and other public improvements. Landscaping and lighting districts are established in accordance with Section 22500-22509 of the California Streets and Highways Code (also known as the “Landscaping and Lighting Act of 1972”). An annual per parcel assessment is established at the time a district is formed that is collected by the county on property tax bills and then remitted back to the city to administer the district’s improvements. The Folsom City Council approves the annual assessment rate each year.

MAINTENANCE OBJECTIVES & POLICIES

Objective 13.3:

Provide a mechanism for the maintenance and operation of public infrastructure and facilities including open space.

Policy 13.8:

Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.

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DEVELOPMENT STANDARDS



A.1 INTRODUCTION

This section of the FPASP describes the development standards for the Plan Area. The development standards are designed to promote and protect the health, safety and welfare of Plan Area residents and set the criteria for such things as permitted uses, lot size, setbacks, and building height. The development standards contained herein are intended to apply to all residential and non-residential land uses within the Plan Area.

The FPASP development standards are unique and only apply to the Plan Area. The development standards contained herein will guide development in the Plan Area and supersedes those of Title 17 of the Folsom Municipal Code. Where conflicts exist between the FPASP and *FMC Title 17*, the FPASP development standards shall prevail. The development standards contained herein may be modified or amended as provided for in *Section 13.3 – Administrative Procedures*. In the event the Plan Area land use plan is modified or amended, the development standards may also be amended so that they remain consistent with the land use plan as required by state law.

Section A.2 describes permitted uses and development standards such as minimum lot area, setbacks, building heights and lot coverage for each land use designation. *Sections A.3, A.4 and A.5* include development standards for parking, grading and hillside development. Unless noted otherwise, the definitions outlined in *FMC Chapter 17.02* apply to this section of the FPASP.

A.2 LAND USES & DEVELOPMENT STANDARDS

A.2.1 RESIDENTIAL USES

The FPASP proposes the following five residential land uses to accommodate a variety of dwelling types and associated permitted uses:

- Single Family (SP-SF)
- Single Family High Density (SP-SFHD)
- Multi-Family Low Density (SP-MLD)
- Multi-Family Medium Density (SP-MMD)
- Multi-Family High Density (SP-MHD)

The permitted uses for all residential land use designations are shown in *Table A.1* and the development standards are described in *Tables A.2* through *A.6*.

Table A.1						
SP-SF, SP-SFHD, SP-MLD, SP-MMD & SP-MHD Land Uses						
Permitted Uses						
Use	Legend					
	P	Permitted Use		A	Permitted Accessory Use	
	UP	Use Permit Required		NP	Use Not Permitted	
	Permit Requirements					Additional References
	SP-SF	SP-SFHD	SP-MLD	SP-MMD	SP-MHD	

Education, Recreation & Public Assembly

Club, lodge, private meeting hall	P	P	UP	UP	UP	
Community club house	P	P	P	P	P	
Golf / Country club	UP	UP	UP	UP	UP	
Library	P	P	P	P	P	
Parks	P	P	P	P	P	
Playgrounds	P	P	P	P	P	
Pre-school / Nursery school facility	UP	UP	UP	UP	UP	
Public buildings and uses	P	UP	UP	UP	UP	
Religious Facilities	UP	UP	UP	UP	UP	
School facilities - Private (Elementary, Middle and High)	UP	UP	UP	UP	UP	
School facilities - Public (Elementary, Middle and High)	P	P	P	P	P	

Residential Uses

Accessory Building / Structure (non-residential use)	A	A	A	A	A	
Single Family Dwellings						
SF detached	P	P	P	NP	NP	
SF zero-lot-line	NP	P	P	NP	NP	
SF patio	NP	P	P	NP	NP	
Two Family Dwellings						
Duplexes	NP	P	P	NP	NP	
Half-plexes	NP	P	P	NP	NP	
Multiple Family Dwellings						
Townhouses	NP	NP	P	P	P	
Condominiums	NP	NP	P	P	P	
Garden Apartments	NP	NP	P	P	P	
Apartments	NP	NP	P	P	P	
Second Dwelling Unit	P	P	NP	NP	NP	Subject to FMC 17.105
Live / Work Studios	NP	NP	P	P	P	
Home Occupations	P	P	P	P	P	
Single Room Occupancy Units	NP	NP	UP	UP	UP	
Group Homes (6 or fewer residents)	P	P	UP	UP	UP	
Group Homes (greater than 6 residents)	NP	NP	UP	UP	UP	
Emergency Shelters	NP	NP	P	P	P	Subject to FMC 17.108
Supportive Housing	P	P	P	P	P	
Transitional Housing	P	P	P	P	P	
Boarding and Lodging Houses	NP	NP	P	P	P	
Covered and uncovered parking lots	NP	NP	P	P	P	

Services

Assisted living facility	NP	UP	UP	P	P	
Adult daycare facility	UP	UP	UP	P	P	
Child care facility	UP	UP	UP	UP	UP	
Fire Stations	P	P	P	P	P	
Police Stations	P	P	P	P	P	
Hospitals	NP	NP	NP	NP	UP	
Professional offices	NP	NP	UP	UP	UP	
Rest homes, sanitariums and convalescent hospitals	NP	NP	UP	P	P	
Temporary real estate tract sales office	P	P	P	P	P	
Temporary tract construction office	P	P	P	P	P	
Temporary tract construction equipment yard	P	P	P	P	P	

Transportation, Communication, Infrastructure

Advertising signs for nonresidential uses	NP	NP	UP	UP	UP	
Alternative Energy Technologies	UP	UP	UP	UP	UP	
City water facility	P	P	P	P	P	
City wastewater facility	P	P	P	P	P	
Storm drainage facilities	P	P	P	P	P	
Underground utilities	P	P	P	P	P	
Utility facilities	P	P	P	P	P	
Wireless communication facilities	UP	UP	UP	UP	UP	Subject to FMC 17.58.080

SINGLE FAMILY (SP-SF)

The SP-SF land use designation is intended to create residential neighborhoods consisting primarily of single family dwelling units with second dwelling units, libraries, parks, public buildings and home occupation uses also allowed. A complete list of permitted and non-permitted uses is shown in *Table A.1*. Development standards are detailed in *Table A.2*.

Table A.2	
Single Family Residential (SP-SF) Development Standards	
Lot Size	
Interior Lot	6,000 SF Min.
Corner Lot	7,500 SF Min.
Building Coverage	
Interior Lot	45% Max.
Corner Lot	45% Max.
Width (measured at front yard setback)	
Interior Lot	60 Ft. Min.
Corner Lot	75 Ft. Min.
Cul-de-sac	45 Ft. Min.
Flag Lot	60 Ft. Min.
Setbacks (measured at the back of sidewalk)	
<i>Front Yard Setbacks</i>	
Courtyard / Porch (measured at foundation line)	15 Ft. Min. 50% Frontage; 20 Ft. Min. Remainder
Primary Structure	15 Ft. Min. 50% Frontage; 20 Ft. Min. Remainder
Garage	20 Ft. Min.
<i>Side Yard Setbacks</i>	
Interior Side Yard	5 Ft. Min., 10 Ft. Minimum Between Buildings
Street Side Yard (corner lot)	15 Ft. Min. 50% Frontage; 20 Ft. Min. Remainder
Garage Facing Side Street (corner lot)	20 Ft. Min.
Second Dwelling Unit ¹	5 Ft. Min.
Accessory Structures (interior lot lines)	5 Ft. Min.
<i>Rear Yard Setbacks</i>	
Main Building	20 Ft. Min.
Second Dwelling Unit ¹	5 Ft. Min.
Accessory Structure	5 Ft. Min.
Detached Garage	5 Ft. Min.
Building Height	
Main Building	35 Ft. Max.
Detached Garage	18 Ft. Max.
Second Dwelling Unit ¹	18 Ft. Max.
Accessory Building	15 Ft. Max.
Off Street Parking	
	Refer to Table A.14 for SF parking requirements.

Notes:

1. If second dwelling unit placed above detached garage, then max. height increased to 22 feet and side and rear yard setbacks for both detached garage and second unit increased to 13 feet.

SINGLE FAMILY HIGH DENSITY (SP-SFHD)

The SP-SFHD land use designation is intended to create residential neighborhoods consisting primarily of compact single family and two family dwelling units with second dwelling units, libraries, parks, public buildings and home occupation uses also allowed. A complete list of permitted and non-permitted uses is shown in *Table A.1*. Development standards for the SP-SFHD land use designation are detailed in *Table A.3*.

Table A.3	
Single Family High Density (SP-SFHD)	
Development Standards	
Lot Size	
Interior Lot	4,000 sf min.
Corner Lot	4,500 sf min.
Building Coverage	
Interior Lot	50% max.
Corner Lot	50% max.
Width (measured at front yard setback)	
Interior Lot	40 ft. min.
Corner Lot	45 ft. min.
Cul-de-sac	35 ft. min.
Flag Lot	40 ft. min.
Setbacks (measured at the back of sidewalk)	
<i>Front Yard Setbacks</i>	
Courtyard / Porch (measured at Foundation Line)	12.5 ft. min.
Primary Structure	15 ft. min.
Garage	20 ft. min.
<i>Side Yard Setbacks</i>	
Interior Side Yard ²	5 ft. min., 10 ft. minimum between buildings
Street Side Yard (corner lot)	15 ft. min.
Garage Facing Side Street (corner lot)	20 ft. min.
Second Dwelling Unit ^{1 & 2}	5 ft. min.
Accessory Structures (interior lot lines)	5 ft. min.
<i>Rear Yard Setbacks</i>	
Main Building	15 ft. min.
Second Dwelling Unit ¹	5 ft. min.
Accessory Structure	5 ft. min.
Detached Garage	5 ft. min.
Building Height	
Main Building	35 ft. max.
Detached Garage	18 ft. max.
Second Dwelling Unit ¹	18 ft. max.
Accessory Building	15 ft. max.
Off Street Parking	
	Refer to Table A.14 for SFHD parking requirements.

Notes:

1. If second dwelling unit placed above detached garage, then max. height increased to 22 feet and side and rear yard setbacks for both detached garage and second unit increased to 13 feet.
2. For zero-lot-line dwelling units: 0 feet side yard setback for one side; 10 feet side yard setback for the other side.

MULTI-FAMILY LOW DENSITY (SP-MLD)

The SP-MLD land use designation is intended to create residential neighborhoods consisting primarily of compact single family, two family and multiple family dwelling units with libraries, parks, public schools, live work studios and home occupation uses also allowed. A complete list of permitted uses and non-permitted uses is shown in *Table A.1*. Development standards for the SP-MLD land use designation are detailed in *Table A.4*. Separate development standards are shown for single family and two family dwellings units and multiple family dwelling units.

Table A.4		
Multi-Family Low Density (SP-MLD) - Single Family and Two Family Dwelling Units Development Standards		
	Single Family Dwelling Units	Two Family Dwelling Units
Lot Size		
Interior Lot	3,000 SF Min.	6,000 SF Min.
Corner Lot	3,500 SF Min.	6,500 SF Min.
Building Coverage		
Interior Lot	50% Max.	50% Max.
Corner Lot	50% Max.	50% Max.
Width (measured at front yard setback)		
Interior Lot	30 Ft. Min.	60 Ft. Min.
Corner Lot	35 Ft. Min.	65 Ft. Min.
Setbacks (measured at back of sidewalk)		
<i>Front Yard Setbacks</i>		
Courtyard / Porch (measured at foundation line)	12.5 Ft. Min.	12.5 ft. min.
Primary Structure	15 Ft. Min.	15 ft. min.
Garage	20 Ft. Min.	20 ft. min.
<i>Side Yard Setbacks</i>		
Interior Side Yard	5 ft. min. ¹	5 ft. min. ¹
Street Side Yard (corner lot)	12.5 ft. min.	12.5 ft. min.
Garage Facing Side Street (corner lot)	20 ft. min.	20 ft. min.
Accessory Structures (interior lot lines)	3 ft. min.	3 ft. min.
<i>Rear Yard Setbacks</i>		
Main building	10 ft. min.	10 ft. min.
Accessory Structure	5 ft. min.	5 ft. min.
Detached Garage	5 ft. min.	5 ft. min.
Building Height		
Main Building	35 ft. max.	35 ft. max.
Detached Garage	18 ft. max.	18 ft. max.
Accessory Building	15 ft. max.	15 ft. max.
Off-Street Parking		
	Refer to Table A.14 for MLD parking requirements.	Refer to Table A.14 for MLD parking requirements.

Notes:

1. For zero-lot-line dwelling units: 0 feet side yard setback for one side; 10 feet side yard setback for the other side.

Table A.4 (Continued)			
Multi-Family Low Density (SP-MLD) - Multi-Family Dwelling Units			
Development Standards		Townhouses ¹ (Fee Simple Lot)	Townhouses, Garden Apartments, Apartments (Rental or Condominium Ownership)
Lot Size			
Interior Lot		2,000 SF/Unit Min.	1 Acre Min.
Corner Lot		3,500 SF/Unit Min.	1 Acre Min.
Building Coverage			
Interior Lot		60%	N/A
Corner Lot		60%	N/A
Width (Measured at Front Yard Setback)			
Interior Lot		22 Ft. Min.	N/A
Corner Lot		37 Ft. Min.	N/A
Setbacks (Measured at Back of Sidewalk)			
<i>Front Yard Setbacks</i>			
Courtyard / Porch (Measured at Foundation Line)		12.5 Ft. Min.	0 ft. Min. in Town Center for Primary Structures, Porches and Courtyards
Primary Structure		15 Ft. Min.	0 ft. Min. for Garage/Carports within Town Center
Garage (Front Loaded)		20 Ft. Min.	30 Ft. Min. all Other Areas for Primary Structures, Porches and Courtyards
<i>Side Yard Setbacks</i>			
Interior Side Yard		N/A	10 Ft. Min.
Street Side Yard (Corner Lot)		15 ft. Min. for Two-Story	15 Ft. Min. for Two Story
Garage Facing Side Street (Corner Lot)		18 ft. Min.	20 Ft. Min. for Three Story
Accessory Structures (Interior Lot Lines)		3 ft. Min.	N/A
<i>Rear Yard Setbacks</i>			
Main Building		10 Ft. Min.	5 Ft. Min.
Accessory Structure		5 Ft. Min.	N/A
Attached or Detached Garage (Rear Loaded)		5 Ft. Min.	
Building Height			
Main Building		Two Story & 35 Ft. Max.	Four Floors & 50 Ft. Max.
Detached Garage		18 Ft. Max.	18 Ft. Max.
Accessory Building		15 Ft. Max.	15 Ft. Min.
Off-Street Parking		Refer to Table A.14 for MLD Parking Requirements.	Refer to Table A.14 for MLD Parking Requirements

Notes:

1. A **Fee Simple Lot Townhouse** is an attached dwelling unit where the owner has absolute legal title to both land and building.

MULTI-FAMILY MEDIUM DENSITY (SP-MMD)

The SP-MMD land use designation is intended to create residential neighborhoods consisting primarily of multiple family dwelling units such as townhouses, apartments and condominiums. Libraries, boarding houses, assisted living facilities, parks, public schools, live work studios and home occupation uses are also allowed. A complete list of permitted and non-permitted uses is shown in *Table A.1*. Development standards for the SP-MMD land use designation are detailed in *Table A.5*. Separate development standards are shown for townhouses and condominiums and apartments.

Table A.5		
Multi-Family Medium Density (SP-MMD) Development Standards		
	Multiple Family Dwellings	
	Townhouses	Condominiums, Garden Apartments, Apts.
Lot Configuration		
Lot Size / Area	1,000 sf/unit min.	1 acre min.
Width (measured at front yard setback)		
Interior Lot	N/A	N/A
Corner Lot	N/A	N/A
Setbacks (measured at back of sidewalk)		
<i>Front Yard Setbacks</i>		
Courtyard / Porch (measured at Foundation Line) ¹	12.5 ft. min.	0 ft. min. within Town Center
Primary Structure	15 ft. min.	0 ft. min. within Town Center
Garage	20 ft. min.	20 ft. min.
<i>Side Yard Setbacks</i>		
Interior Side Yard	N/A	10 ft. min.
Street Side Yard	15 ft. min.-2 story 20 ft. min.-3 story	15 ft. min for 2 story 20 ft. min. for 3 story
Garage Facing Street Side	18 ft. min.	N/A
Accessory Structures (interior lot lines)	3 ft. min.	5 ft. min.
<i>Rear Yard Setbacks</i>		
Main building	10 ft. min.	10 ft min.
Accessory Structure	5 ft. min.	5 ft min.
Detached Garage	5 ft. min.	N/A
Building Height		
Main Building	35 ft. max.	50 ft max.
Detached Garage / Carports	18 ft. max.	18 ft. max
Accessory Building	15 ft. max.	15 ft. max
Off Street Parking		
	Refer to Table A.14 for SP-MMD parking requirements.	

MULTI-FAMILY HIGH DENSITY (SP-MHD)

The SP-MHD land use designation is intended to create residential neighborhoods consisting primarily of multiple family dwelling units such as townhouses, apartments, condominiums and garden apartments. Libraries, boarding houses, assisted living facilities, parks, public schools, live work studios and home occupation uses are also allowed. A complete list of permitted and non-permitted uses is shown in *Table A.1*. Development standards for the SP-MHD land use designation are detailed in *Table A.6*.

Table A.6	
Multi-Family High Density (SP-MHD) Development Standards	
Lot Configuration	
Site Area	0.5 Acre min.
Width (measured at front yard setback)	
Interior Lot	N/A
Corner Lot	N/A
Cul-de-sac	N/A
Setbacks (measured at back of sidewalk)	
<i>Front Yard Setbacks</i>	
Major/Minor Arterial	40 ft. min.
Collector/Local Street	10 ft. min.
Garage / Carports	20 ft. min.
<i>Side Yard Setbacks</i>	
Interior Side Yard	10 ft. min.
Street Side Yard	40 ft. min. for major/minor arterials; 10 ft. min. for collector and local streets.
Accessory Structures	5 ft. min.
<i>Rear Yard Setbacks</i>	
Main building	15 ft min.
Accessory Structure	5 ft. min.
Detached Garage	0 ft. min.
Building Height	
Main Building	50 ft max.
Accessory Building	15 ft. max.
Garage / Carport	15 ft. max.
Off Street Parking	
Refer to Table A.14 for SP-MHD parking requirements.	

A.2.2 NON-RESIDENTIAL USES

The FPASP includes eight non-residential land uses that allow for mixed-use, commercial uses, industrial/ office park development, public and quasi-public uses, parks, and open space. The permitted and non-permitted uses for all non-residential land use designations are shown in *Tables A.7* and *A.13*. The development standards for non-residential land use designations are detailed in *Tables A.8* through *A.12*, and *Section 6 – Town Center*.

Table A.7							
SP-MU, SP-IND/OP, SP-CC, SP-GC & SP-RC Land Use							
Permitted Uses							
Use Description	Legend		(TCD) Town Center District				Additional References
	P UP	Permitted Use Use Permit	A NP	Accessory Use Not Permitted			
	Required Permits						
	SP-MU	SP-MU (TCD)	SP-IND/OP	SP-CC	SP-GC	SP-RC	
Education, Recreation & Public Assembly							
Cardroom	NP	NP	NP	NP	UP	NP	
Club, Lodge, Private Meeting Hall	P	P	P	P	P	P	
Conference/Convention Facility	NP	P	P	NP	P	P	
Fitness/Health Facility/Athletic Club	P	P	P	P	P	P	
Golf / Country Club	NP	NP	NP	NP	NP	NP	
Library	P	P	P	P	P	P	
Park	NP	P	P	P	P	P	
Pre-School Facility	P	P	P	P	P	P	
Religious Facilities	UP	UP	P	P	P	P	
Recreation Facility-Indoor (Private/Public)	P	P	NP	P	P	P	
Recreational Facility-Outdoor (Private/Public)	UP	UP	NP	UP	UP	P	
School Facilities - Public (Elem. Middle, High School)	NP	NP	P	NP	NP	NP	
School Facilities - Private (Elem. Middle, High School)	NP	NP	P	NP	NP	NP	
Studio - Art, Dance, Martial Arts, Music, Etc.	P	P	P	P	P	P	
Sports and Entertainment Assembly	NP	UP	NP	NP	UP	UP	
Theater, Cinema, Performing Arts	P	P	NP	UP	P	P	
Trade or Specialized School or Training Facility	UP	UP	P	P	P	P	
University / College Campus	NP	NP	UP	NP	UP	UP	
Industry, Manufacturing & Processing							
Catering Service, as a Primary Use	P	P	NP	P	P	NP	
Bakery, Butcher, Delicatessen as a Primary Use	P	P	NP	P	P	P	
Furniture and Fixtures Manufacturing, Cabinet Shop	UP	UP	NP	P	P	P	
Laundry, Dry Cleaning Services	UP	UP	UP	P	P	P	
Manufacturing/Processing-Light	NP	NP	UP	NP	UP	NP	1
Media Production	UP	P	UP	UP	P	NP	
Printing and Publishing	P	P	P	P	P	P	
Recycling Center	NP	NP	NP	UP	UP	UP	
Recycling Facility-Scrap and Dismantling Yard	NP	NP	NP	NP	NP	NP	
Research and Development	NP	NP	P	NP	UP	P	
Storage Yard-Outside	NP	NP	NP	NP	NP	NP	
Storage-Warehouse, Indoor Storage	NP	NP	P	NP	P	P	
Wholesale and Distribution	NP	NP	P	NP	NP	NP	
Lodging							
Bed and Breakfast Inn	UP	UP	UP	NP	UP	UP	Subject to FMC 17.27
Lodging- Hotel/Motel	P	UP	UP	NP	P	P	

Table A.7 (Continued)

SP-MU, SP-IND/OP, SP-CC, SP-GC & SP-RC Land Use							
Permitted Uses							
Use Description	Legend		A Accessory Use (TCD)				Town Center District
	P Permitted Use	UP Use Permit	NP Not Permitted				
	Required Permits						
SP-MU	SP-MU (TCD)	SP-IND/OP	SP-CC	SP-GC	SP-RC		
Retail							
Adult Oriented Business	NP	NP	NP	NP	UP	NP	Subject to FMC 17.24
Advertising business	-	-	P	P	P	P	
Art Gallery	-	-	P	P	P	P	
Artisan Shop	P	P	NP	P	P	P	
Auto/Recreational Vehicle Wash and Detailing	NP	NP	NP	P	P	P	
Bar, Tavern, Night Club	UP	UP	NP	UP	UP	UP	
Building and Landscape Materials-Indoor	P	NP	NP	P	P	P	
Building and Landscape Materials-Outdoor	NP	NP	NP	UP	UP	NP	
Brewery/Winery with Restaurant Service	UP	UP	P	UP	P	P	
Eatery, Restaurant, Café, Coffee Shop	P	P	P	P	P	P	
Gas Station	UP	NP	UP	P	P	P	Subject to FMC 17.72
Grooming/Beauty/General Wellness Shops	P	P	UP	P	P	P	
General Retail	P	P	NP	P	P	P	
Groceries/Specialty Foods 50,000 SF or Less	P	P	NP	P	P	P	
Groceries/Specialty Foods More Than 50,000 SF	NP	NP	NP	UP	P	P	
Pharmacies/Drug Stores	P	P	P	P	P	P	
Plant Nursery	NP	NP	NP	P	P	P	
Travel Agency	-	-	P	P	P	P	
Vehicle Parts Sales	NP	NP	NP	P	P	P	
Vehicle Sales and Rental	NP	NP	NP	UP	P	P	
Vendors, Kiosks	UP	P	UP	UP	UP	UP	
Residential							
Accessory Building / Structure (Non-Residential)	A	NP	NP	NP	P	P	6
Single Family Dwellings	-	-	-	-	-	-	
SF Detached	NP	NP	NP	NP	UP	UP	6 & 7
SF Zero-Lot-Line	NP	NP	NP	NP	UP	UP	6 & 7
SF Patio	NP	NP	NP	NP	UP	UP	6 & 7
Two Family Dwellings	-	-	-	-	-	-	
Duplexes	NP	NP	NP	NP	UP	UP	6 & 7
Half-Plexes	NP	NP	NP	NP	UP	UP	6 & 7
Multiple Family Dwellings	-	-	-	-	-	-	
Townhouses	P	P	NP	NP	P	P	6
Condominiums	P	P	NP	NP	P	P	6
Garden Apartments	P	UP	NP	NP	P	P	6
Apartments	P	P	NP	NP	P	P	6
Second Dwelling Units	NP	NP	NP	NP	P	P	6
Live / Work Studios	P	P	NP	NP	P	P	6
Home Occupations	A	A	NP	NP	P	P	6 (Subject to FMC 17.61)
Single Room Occupancy Units	P	P	NP	NP	NP	NP	6
Group Homes (6 or Fewer Residents)	NP	NP	NP	NP	NP	NP	
Group Homes (Greater Than 6 Residents)	NP	NP	NP	NP	NP	NP	
Emergency Shelters	P	P	NP	NP	P	P	6
Supportive Housing	P	P	NP	NP	P	P	6
Transitional Housing	P	P	NP	NP	P	P	6
Boarding and Lodging Houses	P	P	NP	NP	P	P	6
Covered, Uncovered Parking Lots	A	P	A	A	P	P	6 (Subject to FMC 17.57)

Table A.7 (Continued)

SP-MU, SP-IND/OP, SP-CC, SP-GC & SP-RC Land Use							
Permitted Uses							
Use Description	Legend						
	P	UP	Permitted Use	A	NP	Accessory Use Not Permitted	(TCD) Town Center District
	Required Permits						Additional References
	SP-MU	SP-MU (TCD)	SP-IND/OP	SP-CC	SP-GC	SP-RC	

Services- Business, Financial, Professional

ATM	P	P	P	P	P	P	
Bank, Financial Services	P	P	P	P	P	P	
Laboratory-Medical	P	P	P	NP	P	P	
Health Care Facility	UP	NP	P	UP	P	P	Subject to FMC 17.22
Medical Services-Major	NP	NP	P	NP	P	P	3
Medical Services-Minor	P	P	P	P	P	P	4
Office-Business, Service or Government	P	P	P	P	P	P	
Office-Headquarters or Processing	UP	UP	P	NP	P	P	
Office-Professional, Administrative	P	P	P	P	P	P	

Services - General

Assisted Living Facility	UP	NP	UP	UP	P	P	
Adult Daycare Facilities	UP	NP	P	P	P	P	
Barber / Beauty Shops	-	-	P	P	P	P	
Child Care Facility	UP	UP	P/A	P	P	P	5
Kennel, Animal Boarding	NP	NP	NP	NP	UP	NP	
Maintenance/Repair Services-Equipment, Appliances	NP	NP	P	UP	P	NP	
Mortuary, Funeral Home	NP	NP	UP	UP	P	NP	
Personal Services	P	P	UP	P	P	P	2
Public Safety Facility	P	P	P	P	P	P	
Vehicle Services-Major Repair/Body Work	NP	NP	NP	NP	UP	UP	
Vehicle Services-Maintenance and Minor Service	NP	NP	NP	NP	UP	UP	
Veterinary Clinic, Animal Hospital	UP	NP	P	P	P	P	

Transportation, Communication, Infrastructure

Alternative Energy Technologies	UP	UP	UP	UP	UP	UP	
City Water Facility	NP	NP	P	P	P	P	
City Wastewater Facility	NP	NP	P	P	P	P	
Parking Facility (Public/Private)	P	P	P	P	P	P	
Off-Site Parking Facility (Ancillary Use)	A	A	A	A	A	A	
Storm Drainage Facilities	P	P	P	P	P	P	Subject to FMC 17.95
Underground Utilities	P	P	P	P	P	P	
Utility Facilities	P	P	P	P	P	P	
Wireless Communication Facilities	UP	UP	UP	UP	UP	UP	Subject to FMC 17.58.080
Temporary Tract Construction Office	P	NP	-	-	-	-	
Temporary Tract Construction Equipment Yard	P	NP	-	-	-	-	Subject to FMC 17.58.080

Notes:

1. Light manufacturing includes but is not limited to clean, non-toxic uses such as office centers, research and development facilities, warehouse and distribution centers and other similar uses located in a low intensity, landscaped setting.
2. Personal services are defined intellectual or manual work performed by a service provider in serving a customer (for example, consulting services, massage therapy, weight counseling, personal concierge services, etc.).
3. Major medical services are defined as services requiring in-patient hospitalization or other services that require acute medical attention.
4. Minor medical services are defined as out-patient services including but not limited to Lasik surgery offices, dentistry offices, same day clinics, medical offices, etc.
5. Child care facilities connected to office/professional businesses will be considered as an ancillary use.
6. SP-GC (Parcels 77, 78 & 85A) and SP-RC (Parcel 61) only.
7. Consistent with the SP-MLD development standards.

Table A.8	
Mixed Use (SP-MU) Development Standards	
Lot Configuration	
Site Area	0.5 Acre min.
Building Area	
Floor Area Ratio	0.20 Allocated in Table 4.1
Setbacks (measured at back of sidewalk)	
<i>Front Yard Setback</i>	
Primary Structure	0 ft. min. ¹
Courtyard / Porch / Plaza	0 ft. min. ¹
<i>Side Yard Setback</i>	
Interior Side Yard	0 ft. min., 10 ft. minimum between buildings
Street Side Yard	0 ft. min.
Accessory Structures (interior lot lines)	3 ft. min.
<i>Rear Yard Setback</i>	
Main building	0 ft. min. ¹
Accessory Structure	0 ft. min.
Landscape Coverage	
	10% min. of entire site including but not limited to entries, parking areas, and plazas
Building Height	
Main Building	50 ft. max.
Accessory Building	15 ft. max.
Off Street Parking	
	Refer to Table A.14 for MU parking requirements.

Note:

Setbacks may vary based on Design Review approval by the City (refer to Section 13.2 - Approvals & Entitlements).

Table A.9	
Industrial / Office Park (SP-IND/OP) Development Standards	
Lot Configuration	
Lot Size/Area	0.5 Acre min.
Building Area	
Floor Area Ratio	0.30 Allocated in Table 4.1
Setbacks (measured at the back of sidewalk)	
Front Yard Setback	20 ft.
Side Yard Setback	5 ft. (20 ft. if adjacent to residential)
Rear Yard Setback	20 ft. min.
Landscape Coverage	
	20% min. of entire site including but not limited to entries, parking areas, and plazas
Distance Between Buildings	
	10 ft. per story
Building Height	
Main Building	70 ft. max.
Parking	
	Refer to Table A.14 for IND/OP parking requirements

MIXED-USE (SP-MU)

The SP-MU land use designation is intended to create neighborhood centers consisting of a mix of retail and office commercial uses combined with multiple family dwellings such as townhouses and condominium. The mixed-use designation also allows hotels, restaurants, grocery stores, cafes, banks, medical office and public safety uses.

A complete list of permitted uses and non-permitted uses is shown in *Table A.7*. Development standards are described in *Table A.8*.

INDUSTRIAL / OFFICE PARK (SP-IND/OP)

The Industrial / Office Park land use designation is intended to create industrial and office park developments consisting primarily of research and development facilities and service business such as banks, laboratories, health care facilities, medical offices and businesses and professional offices.

A complete list of permitted uses and non-permitted uses is shown in *Table A.7*. Development standards are described in *Table A.9*.

COMMUNITY COMMERCIAL (SP-CC)

The community commercial land use designation is intended to create commercial developments that cater more to the local community and provide a range of retail commercial uses as well as service, education, select industry and manufacturing uses.

A complete list of permitted uses and non-permitted uses is shown in *Table A.7*. Development standards are described in *Table A.10*.

Table A.10	
Community Commercial (SP-CC) Development Standards	
Lot Configuration	
Lot Size/Area	0.25 Acre
Building Area	
Floor Area Ratio	0.25 Allocated in Table 4.1
Setbacks (measured at the back of sidewalk)	
Front Yard Setback	0 ft. in TC; 20 ft. min. elsewhere
Side Yard Setback	0 ft. (20 ft. if adjacent to residential)
Rear Yard Setback	0 ft. (20 ft. if adjacent to residential)
Landscape Coverage	
	20% min. of entire site including but not limited to entries, parking areas, and plazas
Distance Between Buildings	
	10 ft. per story
Building Height	
Main Building	50 ft. max.
Parking	
	Refer to Table A.14 for CC parking requirements

GENERAL COMMERCIAL (SP-GC)

The general commercial land use designation is intended to create commercial developments that cater to a larger market area and provide a full range of retail commercial uses as well as service, educational, limited industry and manufacturing and public safety uses.

A complete list of permitted and non-permitted uses is shown in *Table A.7*. Development standards are described in *Table A.11*.

Table A.11	
General Commercial (SP-GC) Development Standards	
Lot Configuration	
Lot Size/Area	2 Acre min. (No min. for parcel 77)
Building Area	
Floor Area Ratio	0.25 Allocated in Table 4.1 / 0.5 max.
Setbacks (measured at the back of sidewalk)	
Front Yard Setback	0 ft. in TC; 20 ft. min. elsewhere
Side Yard Setback	0 ft. (20 ft. if adjacent to residential)
Rear Yard Setback	0 ft. (20 ft. if adjacent to residential)
Landscape Coverage	
	20% min. of entire site including but not limited to entries, parking areas, and plazas
Distance Between Buildings	
	10 ft. per story
Building Height	
Main Building	50 ft. max.
Parking	
	Refer to Table A.14 for GC parking requirements.

Table A.12

Regional Commercial (SP-RC) Development Standards	
Lot Configuration	
Lot Size/Area	60 Acre min. (No min. for Parcel 61)
Building Area	
Floor Area Ratio	0.28 Allocated in Table 4.1 / 0.5 max.
Setbacks (measured at the back of sidewalk)	
Front Yard Setback	0 ft.
Side Yard Setback	0 ft. (20 ft. if adjacent to residential)
Rear Yard Setback	0 ft. (20 ft. if adjacent to residential)
Landscape Coverage	
	20% min. of entire site including but not limited to entries, parking areas, and plazas
Distance Between Buildings	
	10 ft. per story
Building Height	
Main Building	50 ft. max.
Parking	
	Refer to Table A.14 for RC Parking Requirements

REGIONAL COMMERCIAL (SP-RC)

The regional commercial land use designation is intended to create a major retail center that provides a full range of regional retail uses as well as service, specialty retail, restaurants, movie theaters, educational, public safety, entertainment and limited office use.

A complete list of permitted and non-permitted uses is shown in *Table A.7*. Development standards are described in *Table A.12*.

PUBLIC/QUASI-PUBLIC (SP-PQP)

The public/quasi-public land use designation allows for schools, government offices, police and fire stations, libraries, public utilities, cultural facilities, recreational uses and churches. A complete list of permitted and non-permitted uses is shown in *Table A.13*.

PARKS (SP-P)

The park land use designation allows for the development of community, neighborhood and local parks. Private parks uses are also allowed. A complete list of permitted and non-permitted uses is shown in *Table A.13*.

PRESERVE OPEN SPACE (SP-OS1)

The preserve open space land use designation provides for the protection and preservation of natural wetland features such as Alder Creek and its tributaries, intermittent and ephemeral drainages, vernal pools, marshes, seeps, ponds and cultural features. The permitted uses in the preserve open space district are restricted and its boundaries are subject to approval from federal, state and/or local jurisdictions. One example is Section 404 of the Clean Water Act which requires regulation of the wetlands under the authority of the Army Corps of Engineers. Other agencies regulating the features in the preserve open space district include the California Department of Fish and Game, the California State Water Resources Board or other applicable agencies. Therefore, the preserve open space district will have deed restrictions in accordance with the appropriate jurisdictional requirements.

The precise boundaries of the preserve open space district will be established with the issuance of the U.S. Army Corps of Engineers Section 404 permit(s) and will reflect the protection, restoration and conservation of jurisdictional wetlands and their associated buffer areas as delineated in the Section 404 wetland permits. The designated preserve open space district boundaries cannot be changed without the approval of the affected regulatory agencies. The permitted uses within the preserve open space district are restrict-

Table A.13

**SP-PQP, SP-P, SP-OS1 & SP-OS2 Land Use
Permitted Uses**

Use Description	Legend					Additional References
	P	Permitted Use		A	Accessory Use	
	UP	Use Permit		NP	Not Permitted	
	Required Permits					
	SP-PQP	SP-P	SP-OS1	SP-OS2		
Agriculture and Natural Resources						
Horticulture, orchard, vineyard	NP	UP (1)	NP	UP		
Natural open space	NP	P	P	P		
Education, Recreation & Public Assembly						
Club, lodge, private meeting hall	P	NP	NP	NP		
Conference/convention facility	P	NP	NP	NP		
Fitness/health facility	P	NP	NP	NP		
Library	P	NP	NP	NP		
Park	P	P	NP	NP		
Pre-school facility	P	NP	NP	NP		
Religious Facilities	P	NP	NP	NP		
Recreation Facility-Indoor (Private/Public)	P	P	NP	NP		
Recreation Facility-Outdoor (Private/Public)	P	P (2)	NP	NP		
School Facilities (Elementary, Middle, High School)	P	NP	NP	NP		
Sports, amphitheater and entertainment assembly	P	UP	NP	NP		
Theater, performing arts	P	UP	NP	NP		
Industry, Manufacturing & Processing						
Recycling facility	P	NP	NP	NP		
Recycling facility-scrap and dismantling yard	NP	NP	NP	NP		
Storage yard-outside	P	NP	NP	NP		
Services - Business, Financial, Professional						
Health care facility	P	NP	NP	NP		
Office-Business, service or government	P	NP	NP	NP		
Services - General						
Assisted living facility	P	NP	NP	NP		
Adult daycare facilities	P	NP	NP	NP		
Child care facility	P	NP	NP	NP		
Fire stations	P	NP	NP	NP		
Police stations	P	NP	NP	NP		
Municipal service facility	P	NP	NP	NP		
Transportation, Communication, Infrastructure						
Alternative Energy Technologies	UP	UP	NP	UP		
City water treatment plant	P	P	NP	NP		
City wastewater treatment plant	P	P	NP	NP		
City maintenance yard	P	UP	NP	UP		
Public parking	P	P	NP	NP		
Vehicle staging area	P	P	NP	P (3)		
Storm drainage facilities	P	P	P	P		
Class I bike paths and trails	P	P	P	P		
Underground utilities	P	P	P	P		
Utility access	P	P	NP	P (4)		
Utility facilities	P	UP	NP	P		
Wireless communication facilities	UP	UP	NP	P	FMC 17.58.080	

Notes:

1. Neighborhood gardens or education horticulture, orchard, or vineyard areas within parks permitted under UP.
2. Sports, amphitheater and entertainment assembly uses that require lighting for night time events are permitted under a UP.
3. Vehicle staging areas only in the SP-OS2 District and shall be limited to no more than 10 vehicles and improved with permeable materials.
4. Utility access roads only in the SP-OS2 District and shall consist of unpaved roads.

ed and are based on applicable federal, state and/or local jurisdiction permitting requirements. Therefore, the permitted uses, facilities and activities will be limited. The following permitted uses and activities are allowed by right in the preserve open space district, subject to applicable federal, state and/or local jurisdiction permits (refer also to *Table A.13*):

Permitted Uses, Facilities and Activities

- The jurisdictional wetlands and mitigated wetlands features.
- The replacement or repair of existing fencing and water level control structures
- Conveyance of the natural watershed drainage within the Plan Area.
- Maintenance of existing utilities (e.g. sewer lines, water lines, water tanks, roadway, trails etc.).
- Installation of future public utility crossings for improvements as required by local planning agencies, (e.g. sewer lines, water lines, and water tanks).
- Crossing structures for streets, Class 1 bicycle paths and trails
- Mosquito vector control as necessary and approved by the applicable jurisdictions.
- Access for the any monitoring program for the wetland habitats for inspection personnel.
- Pre-approved vegetation removal that is required for public health and safety.
- Conservation easements and their allowed activities.
- Other activities allowed by the regulatory agencies.

PASSIVE OPEN SPACE (SP-OS2)

The passive open space land use designation provides for the protection and preservation of natural features such as oak woodlands, hillsides and prairies. The passive open space district also serves as an additional buffer for preserve open space and its jurisdictional wetlands. The passive open space district is less restrictive than the preserve open space district; however, it may be subject to approvals from the applicable federal, state and/or local jurisdictions. Since this is a less restrictive open space district, deed restrictions may not be necessary. The uses and boundaries of the passive open space district are subject to city approvals, as opposed to state and federal regulatory agencies approval.

The passive open space district may contain features such as active and passive recreational amenities, limited outdoor educational facilities, public utility facilities, stormwater retention/detention basins, impacts of slope grading from adjacent land uses and improvements and water quality structures. Some of the recreational uses that are allowed within the passive open space include biking, hiking, and picnicking. Examples of allowed outdoor furniture and structures include benches, kiosks, bicycle racks, retaining walls, light fixtures, trash receptacles, landscaping, open view non-combustible fencing, slope grading, oak tree and riparian vegetation mitigation planting, signs and other applicable facilities.

The passive open space district can also be used as a mitigation area for project impacts. A project impact mitigation area will allow, for example, the creation of a new water feature, where previously one did not exist. Restoration mitigation will allow the re-establishment and rehabilitation of a wetland or water feature with a goal of returning its natural performing functions. Enhancement mitigation will allow the improvement of wetland character through water quality improvements, flood water retention and natural habitat. If passive open space areas are used for these types of jurisdictional mitigation, they can be reclassified as preserve open space and will be subject to the preserve open space district requirements.

The boundaries of the passive open space district are shown on *Figure 4.3– Specific Plan Land Use Designations* and *Figure 8.1 – Open Space*. The final boundaries will be refined and delineated during the tentative map process and fixed at the final map stage, subject to the approval of the city. The following permitted uses and activities are allowed by right in the passive open space district (refer also to *Table A.13*):

Permitted Uses, Facilities and Activities

- Necessary grading in conjunction with other adjacent land uses (e.g. slope grading, benching, and drainage swales).
- Retaining walls less than 6 feet in height as necessary for the grading of adjacent land uses, Class I bicycle paths, trails and public utilities etc.
- Stormwater drainage improvements such as drainage outfalls, detention/retention ponds, floodplain improvements, water quality ponds and crossings.
- Road and public utility crossings.
- Oak tree mitigation planting.
- Natural parkways and view corridors.
- The construction of bike, and pedestrian trails including benches, picnic tables, signs, trash receptacles, irrigation, plantings, bike racks, kiosks, open view fencing, and lighting fixtures
- The construction, replacement or repair of fencing, water level control structures, easement dedication, and more to protect the regulated and mitigated areas located in the preserve open space zone.
- Conveyance of the natural watershed drainage within the floodplain areas.
- Maintenance of utilities (e.g. sewer lines, water lines, water tanks, roadway, multi use trails)
- Installation of future public utility crossings for improvements as required by local planning agencies, (e.g. sewer lines, water lines, water tanks).
- Mosquito vector control as necessary and approved by the applicable jurisdictions.
- Inspection personnel access for any monitoring program for the wetland habitats.
- Pre-approved vegetation removal that is required for public health and safety.
- Authorized vehicles access will be allowed to conduct management and maintenance activities as well as to construct improvements.
- Establishment, restoration and enhancement of wetland features. (Once identified these areas will be subject to the preserve open space zoning requirements).

A.2.3 OVERLAY COMBINING DISTRICTS

INTRODUCTION

Overlay combining districts provide land use regulations and development standards that are specific and only apply to the particular combining district. Moreover, overlay combining districts are intended to provide an additional level of detail that may be more or less restrictive than the primary land use designation standards. Overlay combining districts are subject to the permitted uses and development standards of the underlying land use designation as well as the requirements of the overlay combining district. The FPASP provides two overlay combining districts (refer to *Figure 4.4 – Overlay Combining Districts*):

PLANNED DISTRICT (PD)

The planned district designation allows “greater flexibility in the design of integrated developments than otherwise possible through strict application” of the FPASP development standards. Refer to *FMC Chapter 17.38* for the design density standards for planned development districts.

Prior to any application for a planned development permit for the SP-RC (*Parcel 61*) and the SP-GC (*Parcels 77, 78 & 85A*) parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, a Site Master Plan for the subject parcels shall be prepared and approved by the City of Folsom.

TOWN CENTER DISTRICT (TCD)

The town center district (TCD) is planned as a vibrant public gathering place featuring innovative and creative architectural design. The TCD will feature a mix of public, commercial, retail, recreational, and residential uses that will allow the center to become the focal point of the Plan Area. A complete list of permitted and non-permitted uses is shown in *Tables A.1, A.7 and A.13* and *Section 6 – Town Center*. Development standards and design guidelines are described in *Section 6 – Town Center*.

A.2.4 DESIGN REVIEW

All Plan Area projects, including project level design guidelines, building permits for commercial, industrial/office park, mixed-use, public and quasi-public buildings, and tentative subdivision map approvals for multi-family and single-family residential projects will be subject to Design Review approval by the planning commission as outlined in *FMC Chapter 17.06* (refer to *Section 13.2 – Approvals & Entitlements* for additional details on the Design Review process).

A.3 PARKING REQUIREMENTS

Historically, Folsom has been a city with a high level of home ownership. Moreover, the city housing stock has been dominated by single-family detached homes with two car garages. Consistent with the FPASP planning principles of creating a new community featuring a mix of compatible uses, developed in a compact pattern, utilizing sustainable design practices, the FPASP proposes to double the historic percentage of multi-family housing units in the city. Typically, multi-family developments have smaller household size than single-family neighborhoods and therefore have fewer cars per household and fewer cars to park.

The Plan Area also features a comprehensively planned transit system as well a circulation network that features Class I bike paths and Class II bike lanes to provide additional alternatives to driving and a reduced need for off street parking. Additionally, the Plan Area proposes a jobs/housing ratio of nearly .7 jobs for every residential dwelling unit which should also reduce the need to drive and the demand for off street parking.

Confirmation of these conclusions is supported by recent research by Nelson/Nygaard Consulting Associates of San Francisco. Their research offers some useful facts on California cities that are of a comparable size to the City of Folsom. The research shows that in mixed-use downtowns in the cities of Oxnard, Chico, Palo Alto and Santa Monica, that parking demand observed is less than 2 spaces per 1,000 square feet of gross floor area. This figure is less than half the required parking for commercial uses in the City of Folsom.

In an effort to reduce greenhouse gas emissions, and to satisfy a Sacramento LAFCo condition of annexation approval, an Operational Air Quality Mitigation Plan (Plan) has been prepared and approved for the Plan Area by the Sacramento Metropolitan Air Quality Management District (SMAQMD). Avoiding excessive parking and paving can result in more efficient use of land, reduced construction costs, less stormwater runoff and a reduction in the “urban heat island” effect. Plan mitigation measure 11 requires that reduced parking standards be developed for the Plan Area that, in some instances, are less than what is currently required by *FMC 17.57*. Additionally, Plan mitigation measures 1 and 3 require new standards for both short and long term bicycle parking for commercial and multi-family residential project.

Accordingly, the FPASP adjusts residential off-street parking requirements to meet anticipated parking demand. *Table A.14* includes vehicular and bicycle parking standards for all Plan Area land use designations.

Table A.14

Vehicle Parking Requirements

Land Use Designation Permitted Uses	Parking Type	
	Uncovered	Covered
Single Family Residential (SP-SF)		
One family dwelling units		2 spaces per unit
Second dwelling unit	Per FMC 17.105	
Home occupations	Per FMC 17.61	
Other permitted uses	See other permitted uses below	
Single Family High Density Residential (SP-SFHD)		
One and two family dwelling units		2 spaces per unit
Second dwelling unit	Per FMC 17.105	
Home occupations	Per FMC 17.61	
Other permitted uses	See other permitted uses below	
Multi-Family Low Density Residential (SP-MLD)		
One family dwelling units	.8 spaces per unit guest	2 spaces per unit
Two family dwelling units		2 spaces per unit
Townhouses	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit
Condominiums & Apartments	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit
Home occupations	Per FMC 17.61	
Live/Work studios	1 space per unit	
Other permitted uses	See other permitted uses below	
Multi-Family Medium Density Residential (SP-MMD)		
Townhouses	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit
Condominiums & Apartments	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit
Home occupations	Per FMC 17.61	
Live/Work studios	1 space per unit	
Other permitted uses	See other permitted uses below	
Multi-Family High Density Residential (SP-MHD)		
Townhouses	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit
Condominiums & Apartments	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit
Home occupations	Per FMC 17.61	
Live/Work studios	1 space per unit	
Other permitted uses	See other permitted uses below	
Mixed-Use (SP-MU)		
Office portion of project	3 spaces per 1,000 sf gfa	
Retail portion of project	3 spaces per 1,000 sf gfa	
Residential portion of project		
Townhouses	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit
Condominiums & Apartments	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit
Live/work studio	1 space per unit	
Other permitted uses	See other permitted uses below	
Community Commercial (SP-CC)		
Retail	3 spaces per 1,000 sf gfa	
Office	3 spaces per 1,000 sf gfa	
Other permitted uses	See other permitted uses below	
General Commercial (SP-GC)		
Retail	3 spaces per 1,000 sf gfa	
Office	3 spaces per 1,000 sf gfa	
Other permitted uses	See other permitted uses below	
Regional Commercial (SP-RC)		
Retail	4 spaces per 1,000 sf gfa	
Office	3 spaces per 1,000 sf gfa	
Other permitted uses	See other permitted uses below	
Industrial/Office Park (SP-IND/OP)		
Research & Development Uses		
Office & retail sales portions	4 spaces per 1,000 sf gfa	
Manufacturing portions	1 space per 500 sf gfa	
Storage portions	1 space per 2,000 sf gfa	
Other permitted uses	See other permitted uses below	

Table A.14 (Continued)

Vehicle Parking Requirements		
Land Use Designation Permitted Uses	Parking Type	
	Uncovered	Covered
Park (SP-P)		
Local Parks	None	
Neighborhood Parks	None	
Community Parks	Parking area = 4% total park area	
Public/Quasi Public (SP-PQP)		
Schools Elementary	1 space for each employee or 1 space for every 3 seats in the auditorium or multi-purpose room whichever is greater plus loading space for a min. of 2 school buses.	
Schools Middle (Junior)	1 space for every 3 seats in the auditorium or multi-purpose room whichever is greater plus loading space for a min. of 2 school buses.	
Schools High	1 space for each employee or 1 space for every four students in the 11th and 12th grade, or 1 space for every 3 seats in the main auditorium or stadium, whichever is the greater.	
Churches and religious facilities		
Open Space (SP-OS2)		
Staging Areas/Public Access	Maximum 10 spaces	
OTHER PERMITTED USES NOT SHOWN ABOVE		
Commercial Uses		
Banks, service type commercial uses	3 spaces per 1,000 sf gfa	
Eating establishments and bars	1 space per 3 seats	
Retail furniture, major appliance, floor covering	3 spaces per 1,000 sf gfa for the 1st 3,000 sf gfa; 1 space per 1,000 sf gfa	
Uncovered sales areas	1 space per 1,000 sf sales display	
Auto repair, service shops and service stations	1 space per 200 sf gfa	
Motels, hotels, questhouses and lodges	1 space per sleeping room	
Boardinghouses, group care facilities, similar uses	1 space per 2 occupants	
Recreational Uses		
Dancehalls, ballrooms, discos, incidental dancing areas	1 space per 4 seats or 1 space per 30 sf of dance floor area, whichever is greater.	
Bowling centers	4 spaces per lane	
Skating rinks	1 space per 100 sf of skating area, plus parking for other uses in the facility.	
Tennis and other court games	2 spaces per court	
Swimming pools	1 space per 100 sf of pool area plus parking for other uses at the facility.	
Swimming and tennis clubs	Full parking requirement shall be provided for the part of the use requiring the greatest number of spaces plus 50%	
Stadiums and similar uses with fixed seating	1 space per 4 seats	
Theaters, auditoriums, public assembly	1 space per 3 seats in fixed seating facilities. 1 space per 35 sf nfa in assembly halls	
Care Facilities		
Hospitals	2 spaces per bed	
Convalescent hospitals	1 space per 2 beds	
Residential care homes	1 space per 3 persons receiving care in addition to spaces required for residence	
Family day care homes, foster homes, similar	1 space per 10 children in addition to spaces required for residence.	
Child day care	1 space per employee plus 1 loading space for every 8 children licensed by the county or state.	

Table A.14 (Continued)		
Vehicle Parking Requirements (Continued)		
Land Use Designation Permitted Uses	Parking Type	
	Uncovered	Covered
Industrial		
Manufacturing plants, machine shops	1 space per employee	
Warehouses and storage buildings	1 space per employee	
Industrial uses maintaining more than one shift	2 spaces per 3 employees for each of the two larger shifts.	
Public/Quasi Public		
Churches	1 space per 4 seats in assembly	
Other uses not specified	Ratio determined by Community Development Department	
Loading Requirements	Gross Floor Area in sq. ft.	Loading/Unloading Space (#)
Commercial and Industrial Uses		
	9,999 or less	0
	10,000 to 24,999	1
	25,000 to 49,999	2
	50,000 to 99,999	3
	For each additional 120,000	1
Hospitals and Institutions		
	49,999 or less	0
	50,000 to 149,999	1
	150,000 to 299,000	2
	For each additional 100,000	1
Bicycle Parking Requirements		
Land Use	Requirement	Notes
Multi-Family Dwelling Units without a garage	1 space per dwelling unit	Long term bicycle storage shall consist of either a (1) bicycle locker; (2) a locked room with access limited to cyclists only; or (3) a standard bicycle rack in a location that is monitored.
Office and Retail Commercial & Mixed Use	2 spaces (1 short-term and 1 long-term) per 20 required vehicle parking spaces plus 1 additional space for every 10 additional vehicle parking spaces provided.	Short term parking shall include bicycle racks that allow a cyclist to use a padlock and chain, cable or U-shaped locks to secure a bicycle to the rack. Long term parking shall consist of either a (1) bicycle locker; (2) a locked room with access limited to cyclists only; or (3) a standard bicycle rack in a location that is monitored.
Public Facilities	Number spaces = 30% of required vehicle parking spaces.	Short term parking shall include bicycle racks that allow a cyclist to use a padlock and chain, cable or U-shaped locks to secure a bicycle to the rack
Schools: Elementary, Middle & High School	Number spaces = 25% of peak school enrollment	Short term parking shall include bicycle racks that allow a cyclist to use a padlock and chain, cable or U-shaped locks to secure a bicycle to the rack. Long term parking shall consist of either a (1) bicycle locker; (2) a locked room with access limited to cyclists only; or (3) a standard bicycle rack in a location that is monitored.

Notes:

- 1 sf equals square feet; gfa equals gross floor area; nfa equals net floor area;
- 2 Refer to FMC Chapter 17.57 for off street parking dimensions and landscaping requirements.

A.4 GRADING STANDARDS

INTRODUCTION

The intent of this section is to establish grading standards for the implementation of the FPASP. The Plan Area grading standards are designed to be consistent with the existing City of Folsom Municipal Code, with modifications added to reflect the unique nature of the Plan Area. Where inconsistencies occur between the FPASP and the FMC, the FPASP policies and standards will govern.

EXISTING TOPOGRAPHY

As discussed in *Section 2.3 – Existing Topography*, the Plan Area consists of two distinct topographic areas: the eastern region of the Plan Area includes all the property east of Placerville Road and consists of hilly terrain located where the lower foothills of the Sierra Nevada join the Sacramento Valley floor. Elevations vary from 440-feet above sea level at the valley floor to 800-feet above sea level in the foothills adjacent to the existing communication towers. This rise in elevation is the first dramatic topographic change one views traveling eastward from Sacramento, along U.S. Highway 50.

The hilltop terrain is plateau-like and extends in a gentle slope from US Highway 50 to White Rock Road. On the east side of this area, the topography slopes gradually from the plateau to the El Dorado County line. Existing slopes range from 5%, to small areas in excess of 30%. The majority of slopes in this area average 15% with slopes on the plateau averaging 5%.

The topography of the western region of the Plan Area consists of gently rolling terrain located on the valley floor between Placerville Road on the east, Highway 50 on the north, White Rock Road on the south and Prairie City Road on the east. The majority of slopes in this zone range between 0% and 15%; however, isolated steeper slopes exist along the edges of Alder Creek and its tributaries and existing seasonal drainages in the western sections of this region. Additionally, portions of the western region contain extensive native oak woodlands.

GRADING CONCEPT

Earthwork activities will be required to install the necessary backbone infrastructure, such as major roadways, sewer mains, water lines, storage tanks and stormwater detention facilities. Moreover, earthwork activities are required to create building sites for future development, including but not limited to residential sites, commercial pads, parks, schools, and trails (refer to *Figure A.3 – Conceptual Grading Plan*). In implementing the FPASP, several types of grading methods will be utilized reflecting the existing topography, natural resources, constraints and the opportunities inherent in the Plan Area.

Conventional, contour, and landform grading are methods of earthwork activities that will be utilized during the grading of the Plan Area. Definitions of the various methods of grading are derived from the *Journal of Geotechnical Engineering* (Horst J. Schoor & Donald H. Gray, October 1995).

Conventional Grading

Characterized by uniform slope gradients with angular slope intersections and pad configurations that are rectangular (refer to *Figure A.1 – Conventional & Contour Grading*). In the Plan Area, conventional grading is mostly associated with non-hillside commercial building pads, homebuilding sites, school sites, municipal uses, parks, and other areas where uniform site grading is the primary consideration (refer to *Figure A.3 – Conceptual Grading Plan* for conventional grading locations).

Contour Grading

Slopes are curvilinear in plan rather than linear as in conventional grading. Transition zones and slope intersections generally have some rounding applied and the resultant pad configurations are mildly curvilinear (refer to *Figure A.1 – Conventional & Contour Grading*). In the Plan Area, contour grading is

most likely to occur in hillside graded slope transition areas as well as highly visible areas where visual aesthetics are an important consideration (refer to *Figure A.3 – Conceptual Grading Plan for contour grading locations*).

Landform Grading¹

Replicates the irregular shapes of natural stable slopes. Landform graded slopes are characterized by a continuous series of concave and convex forms interspersed with swales and berms that blend into the existing slopes and the resultant pad configurations are irregular (refer to *Figure A.2 – Landform Grading*). In the Plan Area, landform grading will most likely occur in hillside areas where the natural blending of slopes is important, including transitions to oak woodlands, natural drainages and open space (refer to *Figure A.3 – Conceptual Grading Plan for landform grading locations*).

GRADING STANDARDS

The FPASP will comply with all provisions of *FMC Chapter 14.29*, plus the following additions:

Clearing and Grubbing

Prior to excavation or filling operations, the site will be cleared and grubbed. Light and heavy earth moving equipment, including but not limited to, track-mounted excavators, dump trucks, backhoes, graders, compactors, concrete trucks, front-end loaders and drill rigs will be used to remove, transport, relocate and compact excavated rock and soil. Clearing and grubbing activities will be subject to the requirements of a City of Folsom and Sacramento Metropolitan Air Quality Management District (SMAQMD) approved dust mitigation plan.

Storage Piles

Active and inactive storage piles of excavated topsoil, soil and rock are allowed, subject to the conditions of a City of Folsom and SMAQMD approved dust mitigation plan.

Blasting

Due to the geologic conditions of the Plan Area, it is expected that blasting will be required for grading operations and for wet and dry utility trenching. The extent to which blasting will be required is unknown at this time. All blasting activities will be in accordance with City of Folsom standards, specifications and requirements as well as a SMAQMD approved dust mitigation plan.

Rock Crushing

Rock storage piles and rock crushing equipment may be temporarily located in individual Plan Area development parcels subject to approval by the city and the SMAQMD. If approved, on-site rock crushing equipment will 1) generate material for natural rock retaining walls, 2) provide backfill material for wet and dry utilities, and 3) provide road base material, and 4) other uses necessary for the project development. If approved, rock crushing operations and equipment will be sited in areas that minimize visual and noise exposure to surrounding developed areas. Rock crushing operations will be subject to the requirements of a City of Folsom and SMAQMD approved dust mitigation plan.

¹ Schor, H. 1980, "Landform Grading: Building Nature's slopes." Pacific Coast Builder, PP.80-83

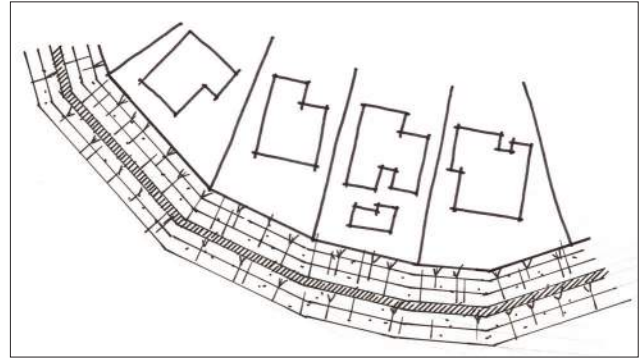


Figure A.1 - Conventional & Contour Grading

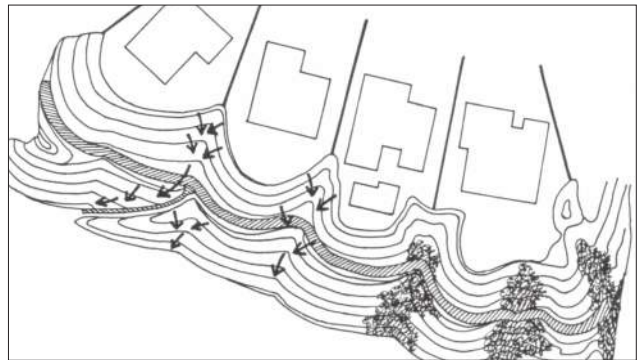


Figure A.2 - Landform Grading

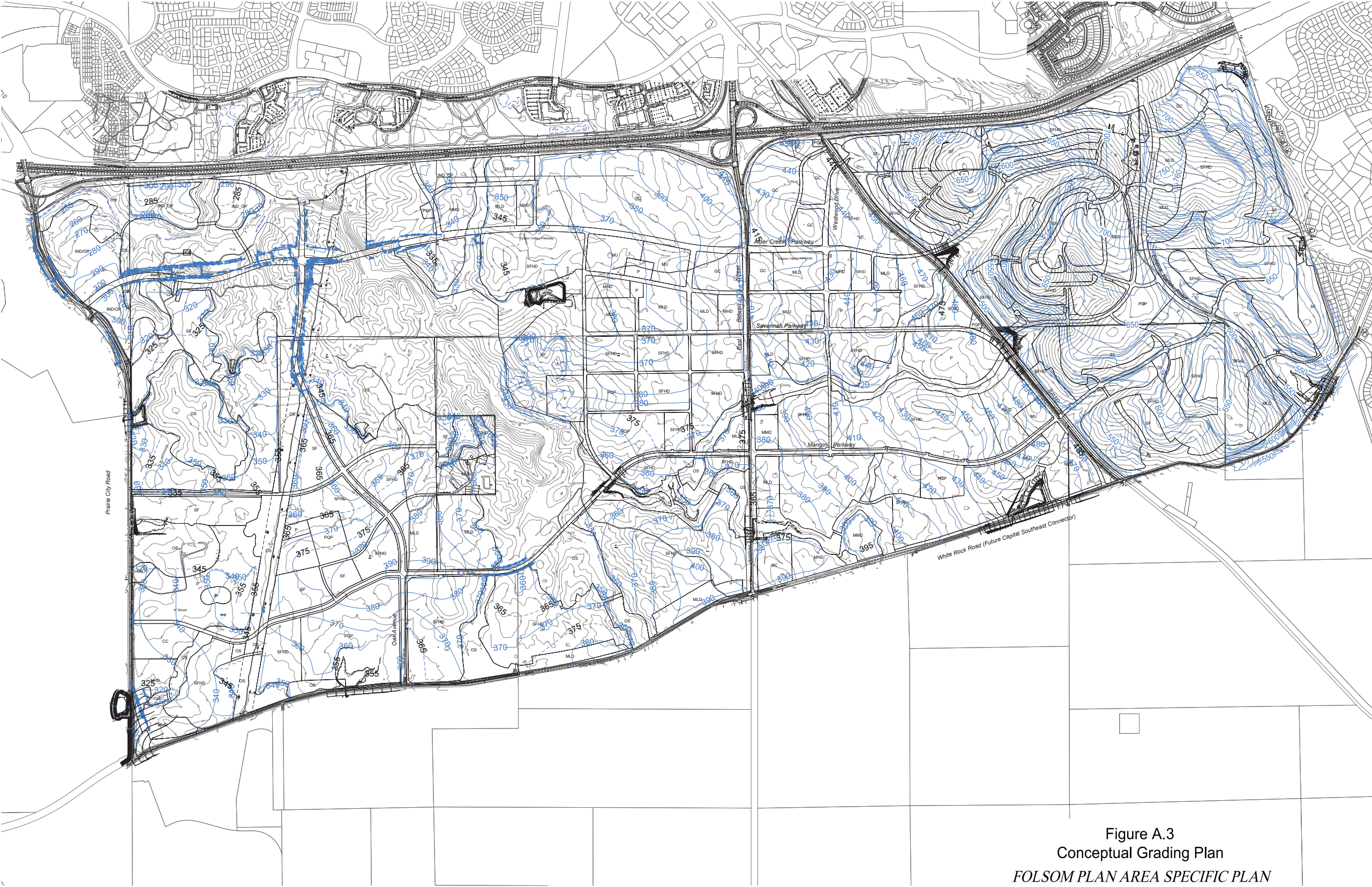
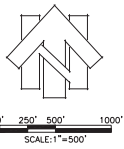


Figure A.3
Conceptual Grading Plan
FOLSOM PLAN AREA SPECIFIC PLAN
City of Folsom
Scale: 1" = 500'
California
October, 2021



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A.5 HILLSIDE STANDARDS

INTRODUCTION

As previously described in *Section A.4 – Grading*, portions of the Plan Area comprise steeper terrain where additional standards are needed to guide development in addition to the grading standards provided in *Section A.4*. The FPASP includes hillside standards to provide the needed guidance.

CONCEPT

All hillside development parcels will be mass graded utilizing the principles of conventional, contour and landform grading to create a finished project that minimizes the appearance of having been graded. Mass grading has inherent benefits compared to individual building site grading, particularly for residential projects in hillside areas. Some of the benefits include:

- *Earthwork operations are completed in much less time because they are usually under the control of one or two master developers.*
- *Greater coordination of export, import and embankment of material with fewer impacts to surrounding land uses.*
- *Comprehensive drainage system is planned for each residential building site.*
- *Noise, dust, and truck related traffic impacts occur with one grading operation with fewer impacts to existing residents, or in many cases, before residents occupy the particular lot area.*
- *Less city staff time committed to review and inspection.*
- *Greater control over visual effects of project, since control of design guidelines can be more easily coordinated with fewer owners.*

DESIGN STANDARDS

Grading

The standards provided below are a substitute for Folsom Municipal Code Chapter 14.33, Hillside Standards and are intended to guide conventional, contour and landform grading activities associated with residential, commercial, parks and schools and other land uses in Hillside Areas.

• Preliminary Grading Plan

A preliminary grading plan shall be submitted with a tentative subdivision or parcel map application for all proposed subdivisions in Hillside areas. The preliminary grading plan shall include at a minimum the following:

- An exhibit or exhibits showing existing and proposed contours of property, existing and proposed elevations of all pads, and grades of proposed streets and drainage facilities. Existing contours shall be drawn at 2-foot intervals where slopes are under 20 percent, and 5-foot intervals where slopes are 20 percent or greater. Where necessary to properly show flatter portions of the land, half interval contours shall be shown. Ninety percent of all contours shall be accurate within one-half contour interval. Contours should continue onto adjacent property for a minimum of 100 feet or far enough to demonstrate to the satisfaction of the city, drainage relationships and topographic continuity between the site being graded and adjacent properties. The city may require different contour intervals when deemed necessary to adequately portray topographic conditions. The person preparing the tentative map shall indicate the source of the topographical information. In addition to the above, a diagram shall be provided that clearly identifies all proposed retaining walls over 3-feet in height and all cut and fill slopes.
- Location of existing and proposed property lines;
- Location and widths of the streets and ways in the proposed subdivision;

- Approximate location of areas subject to inundation or flooding, lakes or marshes, defined wetlands, and the location, width, and direction of flow of all watercourses;
- An evaluation of potential hydrologic, geologic and seismic hazards by a geologist registered by the State of California or an engineering geologist certified by the State of California;
- The outline of canopy of trees and the location of all individual trees with a trunk over 6-inches (DBH) standing within the boundaries of the subdivision, and other vegetative cover.

Residential Subdivision Design

All applications for tentative maps for residential subdivisions in hillside areas shall be subject to the standards set forth in this subsection.

• Residential Subdivision Lots

- *Suitability of Lots for Purpose.* All subdivisions shall be designed to take into account the natural qualities of the site, including steepness of terrain, location of watercourses, periodic flooding, earth movement, size, shape and other physical conditions. These elements shall be accommodated while ensuring that the sites can be developed in conformance with the height, bulk, setback and other site development limitations of the FPASP.
- *Lot Size.* The minimum area and dimensions of all lots shall conform to the requirements of Appendix A.2 – Land Use & Development Standards.
- *Lot Depth.* The average depth of any lot shall not exceed three (3) times its width, unless a waiver from this requirement is granted by the city.
- *Lot Lines.* Lot lines shall be placed to create usable building sites, permit accommodation of sites to the natural terrain and vegetation, and to afford access to the building site with a minimum of grading. To the extent possible, lot lines shall be placed so as to be compatible with contours. Where existing or proposed slopes or embankments are located between lots, the property line shall be located at the top of the slope or embankment.
- *Lot Slope.* No lots shall be created unless they have building sites on slopes of 20 percent or less, except when the City finds that building sites on steeper slopes comply with the provisions of the FPASP.
- *Lot Coverage.* The total amount of impervious surface, including buildings and paving, shall not exceed 60 percent of any lot in the Hillside Areas. This limitation may be waived by the city if it finds that the proposed design will be consistent with the purposes of this Section of the FPASP.
- *Access to Streets.* The following shall apply to access to streets in Hillside Areas.
 - No lots shall be created unless they have at least 45 feet of frontage on a public or private street meeting the minimum requirements of the FPASP for pavement and right-of-way widths, and other public improvements.
 - Residential Lots, other than corner lots, shall not have access to more than one (1) street. For purposes of this section, alleys are not considered a street.
 - On any lot intended for residential occupancy it shall be possible to provide safe vehicular access via a private driveway, conforming to the other standards of the section, from the street on which the lot face to a garage or parking site on the lot in a location conforming with the requirements of the FPASP. The alignment of the driveway shall not traverse slopes in excess of 20 percent. Further, no cut or fill for driveway construction shall exceed six feet in depth or height. The city may allow these limits to be exceeded based on a finding that proposed design solutions will provide a more desirable result.
 - No private driveway shall have a grade exceeding 15 percent. The city may allow private driveway grades up to 20% (percent) based on the finding that the steeper grade will result in better overall development of the site consistent with the purposes of this section. In any case, there shall be sufficient level space in front of any garage to allow for safe parking of vehicles. A maximum of

4 lots may share a single driveway, if the access design is recommended for approval by both the Community Development Department and the Fire Department.

- Residential Streets

The following shall apply to the construction of new residential streets for proposed subdivisions in Hillside areas:

- *Cul-de-Sacs:* Cul-de-sacs shall not exceed 500 feet in length; provided, however, that where turnouts or turnarounds are provided to the satisfaction of the Fire Department and the Department finds adequate fire protection is possible, cul-de-sacs may be increased to 1,000 feet in length. The cul-de-sac termination shall be as set forth in FMC Title 16 (Subdivisions). The city may require the subdivider to improve and dedicate to the city, emergency escape routes including right-of-way and improvements from the ends of cul-de-sacs.
- *Long and Straight Streets:* Long, straight residential streets, conducive to high speed traffic, shall not be permitted.
- *Grades:* Grades of streets shall not be greater than 12.5 percent, except that the city upon recommendation of the Community Development Department may authorize grades up to 15 percent for short portions of the street and when such grades do not adversely impact access, including emergency equipment and vehicle access, to adjacent properties in conformity with the driveway access standards of this section. All breaks in vertical alignment shall be as determined by the Community Development Department according to standards of FMC Title 16 (Subdivisions).
- *Parking:* After review and recommendation of the Folsom Community Development Department, and where approved by the city, parking bays may be substituted for on-street curbside parking on hillside single loaded streets.
- *Street lights:* Street lights shall be required to meet city standards for placement, spacing, size, type and height.

Building & Landscaping

All applications for approval of new construction in hillside areas shall be subject to design review as outlined in FMC Chapter 17.06. Such applications shall comply with the standards in this section as well as those in FMC Chapter 17.06. Further, they shall comply with the FPASP Community Design Guidelines for hillside areas.

- Standards for New Residential Buildings

- *Rooflines.* The rooflines of structures should be below the height of any existing tree canopy, to the extent feasible.
- *Materials and Colors.* Materials and colors that blend with the natural landscape shall be used for all construction in hillside areas.
- *Non-reflective Materials.* Except for window surfaces, the use of polished or reflecting exterior building materials and finishes shall be avoided. Further, windows with highly reflective treatments should be avoided and window should be located so as to avoid highly reflective sun orientations to adjacent properties.
- *Fire-Resistant Roof Materials.* In hillside areas, all roofs shall be of Class A roof materials.
- *Decks and Deck Supports.* On downhill sites, decks shall be located and designed to avoid tall and highly visible supports. Further, exposed areas under decks should be screened with lattice, or similar treatments composed of fire-resistant materials.

- Standards and Procedures for landscaping Plans
 - *Preliminary Landscaping Plan.* A preliminary landscaping plan shall be submitted to the community development department together with any tentative subdivision or parcel map application for parcels in hillside areas. The preliminary landscaping plan shall show:
 - Existing trees, plants and rock outcrops;
 - The location, type and size of all trees and plants to be added;
 - Specifications for irrigation and maintenance of landscaping;
 - The location and type of retaining walls, fencing, walls, soundwalls or other landscape features to be added. In hillside development with natural rock outcroppings, the city encourages use of the rocks that must be moved to accommodate development in walls or other landscape features.
 - *Final Landscaping Plan.* Where a preliminary landscaping plan is required pursuant to this section, a final landscaping plan shall be submitted to the Folsom Community Development Department prior to building permit issuance. The final landscaping plan shall be in substantial conformance with the preliminary landscaping plan.
 - *Use of Native Plants.* Whenever practical, native landscaping materials shall be used for street trees, parks and other areas within hillside area developments. The Folsom Community Development Department will maintain a list of plants considered native to the hillside areas.
 - *Heritage Oaks.* Landscaping and irrigation around heritage oaks shall be consistent with FMC Chapter 12.16 (Tree Preservation).
 - *Exterior Lighting.* Exterior lighting shall be the minimum necessary to provide for safety for pedestrians and other non-vehicular uses around the primary building on the site. Landscaping shall be used to reduce long-range visibility of night lighting (City of Folsom Ord. 798 § 2 (part), 1994).

GENERAL PLAN CONSISTENCY MATRIX

B

GP Goal	GP Policy	FPASP Consistency	Remarks
Land Use Element			
Goal 1			
	1.1	Yes	FPASP preserves and protects natural features including the oak woodlands & Alder Creek
	1.2	Yes	FPASP maintains Plan Area viewsheds
	1.3	Yes	FPASP parks are within 1/2 mile of every residential dwelling unit
	1.4	Yes	FPASP provides an extensive Class I trail system and Class II bike lanes
	1.5	Yes	FPASP provides a hierarchical road system of arterials, collectors and local streets
	1.6	N/A	FPASP not in historic district.
	1.7	N/A	FPASP not in historic district.
	1.8	N/A	FPASP not in historic district.
	1.9	Yes	FPASP provides substantial open buffers along Alder Creek and its tributaries
	1.10	N/A	FPASP does not require development incentives.
	1.11	N/A	City responsibility
Goal 2			
	2.1	N/A	City responsibility
	2.2	N/A	City responsibility
	2.3	N/A	City responsibility
	2.4	N/A	City responsibility
Goal 3			
	3.1	N/A	City responsibility
	3.2	N/A	City responsibility
	3.3	N/A	City responsibility
Goal 4			
	4.1	N/A	City responsibility
	4.2	N/A	City responsibility
	4.3	N/A	City responsibility
	4.4	N/A	City responsibility
	4.5	N/A	City responsibility
Goal 5			
	5.1	N/A	City responsibility.
	5.2	N/A	City responsibility.
	5.3	N/A	City responsibility.
Goal 6			
	6.1	N/A	City responsibility
	6.2	N/A	City responsibility
	6.3	N/A	City responsibility
Goal 7			
	7.1	N/A	The Plan Area is part of the City of Folsom
	7.2	N/A	The Plan Area is part of the City of Folsom
	7.3	N/A	The Plan Area is part of the City of Folsom
	7.4	N/A	The Plan Area is part of the City of Folsom
Goal 8			
	8.1	Yes	FPASP residential densities are calculated consistent with this policy
	8.2	Yes	FPASP establishes its own residential densities
	8.3	Yes	The FPASP provides 30.3% open space for the entire Plan Area
	8.4	Yes	The FPASP provides 30.3% open space for the entire Plan Area
	8.5	Yes	FPASP establishes its own parking standards
	8.6	N/A	City responsibility
	8.7	Yes	FPASP establishes its own development standards for residential land uses
	8.8	Yes	FPASP allows group homes in residential land uses
	8.9	Yes	The FPASP provides a Planned Development District
	8.10	Yes	Resolution No. 8861 modifies density ranges
	8.11	Yes	Resolution No. 8861 modifies density ranges
Goal 9			
	9.1	Yes	The FPASP provides a Planned Development District
	9.2	Yes	The FPASP provides a Planned Development District
	9.3	Yes	The FPASP provides a Planned Development District
	9.4	N/A	No neighborhood commercial centers are included in the FPASP
Goal 10			
	10.1	Yes	FPASP commercial land uses provide a variety of commercial uses
	10.2	N/A	City responsibility
	10.3	N/A	City responsibility
	10.4	N/A	City responsibility.
	10.5	N/A	FPASP not in Sutter Street commercial area.
	10.6	Yes	FPASP provides guidelines for the use and storage of flammable and/or toxic substances
	10.7	N/A	FPASP not in the area outlined in this policy.
	10.8	N/A	FPASP established its own parking standards.
	10.9	Yes	FPASP IND/OP land uses are adjacent to the Easton Valley Parkway Transit Corridor
	10.10	Yes	FPASP IND/OP land uses adjacent to open space areas
	10.11	Yes	Child care centers are an allowed use in Plan Area commercial land uses
	10.12	N/A	City responsibility.
	10.13	Yes	FPASP IND/OP land uses adjacent to open space areas
Goal 11			
	11.1	N/A	FPASP not in the area outlined in this policy.
	11.2	N/A	FPASP not in the area outlined in this policy.
	11.3	N/A	FPASP not in the area outlined in this policy.
	11.4	N/A	FPASP not in the area outlined in this policy.
	11.5	N/A	FPASP not in the area outlined in this policy.
	11.6	N/A	FPASP not in the area outlined in this policy.
	11.7	N/A	FPASP not in the area outlined in this policy.
	11.8	N/A	FPASP not in the area outlined in this policy.
	11.9	N/A	FPASP not in the area outlined in this policy.
	11.10	N/A	FPASP not in the area outlined in this policy.

GP Goal	GP Policy	FPASP Consistency	Remarks
Goal 12			
	12.1	Yes	FPASP regional commercial site is planned to serve regional and local users
	12.2	Yes	FPASP regional commercial site is adjacent to Highway 50 and Scott Road
	12.3	Yes	Easton Valley Parkway serves the Plan Area regional commercial site
	12.4	Yes	FPASP regional commercial site includes local urban parks and landscaping
	12.5	Yes	FPASP regional commercial site is adjacent to Highway 50
	12.6	Yes	FPASP regional commercial site is adjacent to the Transit Corridor
	12.7	N/A	FPASP establishes its own development standards.
	12.8	N/A	FPASP established its own development standards.
Goal 13			
	13.1	N/A	Neighborhood commercial land use not included in the FPASP
	13.2	N/A	Neighborhood commercial land use not included in the FPASP
	13.3	N/A	Neighborhood commercial land use not included in the FPASP
	13.4	N/A	Neighborhood commercial land use not included in the FPASP
	13.5	N/A	Neighborhood commercial land use not included in the FPASP
	13.6	N/A	Neighborhood commercial land use not included in the FPASP
Goal 14			
	14.1	N/A	FPASP not in the historic district.
	14.2	N/A	City responsibility.
	14.3	N/A	FPASP established its own land use designations.
Goal 15			
	15.1	Yes	FPASP increases maximum to 15-acres.
	15.2	Yes	FPASP CC sites are designed to minimize impacts on adjacent land uses
	15.3	Yes	FPASP GC sites are located adjacent to the Plan Area Transit Corridor
	15.4	Yes	All Plan Area CC sites are located adjacent to MMD and MHD sites.
	15.5	Yes	All Plan Area CC sites are in the PD District
	15.6	Yes	FPASP establishes its own development standards.
Goal 16			
	16.1	Yes	FPASP provides sites for two fire stations
	16.2	Yes	FPASP utility sites are located to minimize noise, light, glare and odors.
	16.3	Yes	FPASP provides neighborhood school sites consistent with this policy
	16.4	Yes	FPASP provides school sites consistent with FCUSD criteria
	16.5	Yes	FPASP provides school sites that will adequately serve all Plan Area neighborhoods
	16.6	Yes	FPASP Tables 11.1, 11.2 & 11.3 are based on FCUSD criteria
	16.7	N/A	No private schools are proposed for the Plan Area
	16.8	Yes	FPASP utilizes utility rights-of-way for open space and trails
	16.9	Yes	FPASP allows religious facilities in all residential land uses with a Use Permit
	16.10	Yes	FPASP allows clubs, lodges and private meeting halls in all residential land uses
Transportation Element			
Goal 17			
	17.1	Yes	FPASP Circulation Plan complies with this policy
	17.2	Yes	FPASP Circulation Plan complies with this policy
	17.3	Yes	FPASP Circulation Plan complies with this policy
	17.4	N/A	City responsibility.
	17.5	N/A	City responsibility.
	17.6	Yes	FPASP Circulation Plan complies with this policy
	17.7	N/A	City responsibility.
	17.8	N/A	City responsibility.
	17.9	Yes	FPASP Transit Master Plan ensures compliance with this policy
	17.10	Yes	FPASP Addendum of the City's Bikeway Master Plan complies with this policy
	17.11	N/A	City responsibility.
	17.12	N/A	City responsibility.
	17.13	Yes	FPASP Addendum of the City's Bikeway Master Plan complies with this policy
	17.14	Yes	FPASP Addendum to the City's Bikeway Master Plan complies with this policy
	17.15	N/A	FPASP establishes new parking requirements.
	17.16	N/A	Park and ride lots not included in the FPASP.
	17.17	Yes	Resolution No. 8861 establishes lower service level
	17.18	N/A	City responsibility.
	17.19	N/A	City responsibility.
	17.20	N/A	City responsibility.
	17.21	N/A	City responsibility.
	17.22	Yes	FPASP Circulation Plan complies with this policy
Housing Element			
Goal H-1: Adequate Land Supply for Housing			
	H-1.1	N/A	City responsibility.
	H-1.2	N/A	City responsibility.
	H-1.3	N/A	City responsibility.
	H-1.4	N/A	City responsibility.
	H-1.5	N/A	City responsibility.
	H-1.6	N/A	City responsibility.
	H-1.7	N/A	City responsibility.
	H-1.8	N/A	City responsibility.
Goal H-2: Removing Barriers to the Production of Housing			
	H-2.1	N/A	City responsibility.
	H-2.2	N/A	City responsibility.
	H-2.3	N/A	City responsibility.
	H-2.4	N/A	City responsibility.
	H-2.5	N/A	City responsibility.
	H-2.6	N/A	City responsibility.
	H-2.7	N/A	City responsibility.

GP Goal	GP Policy	FPASP Consistency	Remarks
Goal H-3: Facilitating Affordable Housing			
	H-3.1	N/A	City responsibility
	H-3.2	N/A	City responsibility
	H-3.3	N/A	City responsibility
	H-3.4	N/A	City responsibility
	H-3.5	N/A	City responsibility
	H-3.6	N/A	City responsibility
Goal H-4: Neighborhood Preservation and Housing Rehabilitation			
	H-4.1	N/A	City responsibility.
	H-4.2	N/A	City responsibility
	H-4.3	N/A	City responsibility
	H-4.4	N/A	City responsibility
	H-4.5	N/A	City responsibility
	H-4.6	N/A	City responsibility
	H-4.7	N/A	City responsibility
	H-4.8	N/A	City responsibility
	H-4.9	N/A	City responsibility.
	H-4.10	N/A	City responsibility.
Goal H-5: Housing Opportunities for Special Needs			
	H-5.1	N/A	City responsibility.
	H-5.2	N/A	City responsibility
	H-5.3	N/A	City responsibility
	H-5.4	N/A	City responsibility
	H-5.5	N/A	City responsibility
	H-5.6	N/A	City responsibility
	H-5.7	N/A	City responsibility
	H-5.8	N/A	City responsibility
	H-5.9	N/A	City responsibility
	H-5.10	N/A	City responsibility
	H-5.11	N/A	City responsibility
	H-5.12	N/A	City responsibility
Goal H-6: Equal Opportunity and Fair Housing			
	H-6.1	N/A	City responsibility
	H-6.2	N/A	City responsibility
Goal H-7: Residential Energy Conservation and Sustainable Development			
	H-7.1	N/A	City responsibility
	H-7.2	N/A	City responsibility
	H-7.3	N/A	City responsibility
	H-7.4	N/A	City responsibility
	H-7.5	N/A	City responsibility
	H-7.6	N/A	City responsibility
Goal H-8: Administration and Implementation			
	H-8.1	N/A	City responsibility
	H-8.2	N/A	City responsibility
Open Space and Conservation Element			
Goal 23			
	23.1	Yes	FPASP establishes its own tree preservation policies.
	23.2	Yes	FPASP establishes its own tree preservation policies.
	23.3	Yes	FPASP establishes its own tree preservation policies.
Goal 24			
	24.1	Yes	Development project approval submittals will comply with this policy
	24.2	Yes	Development project approval submittals will comply with this policy
	24.3	Yes	FPASP requires the establishment of landscape & lighting districts
	24.4	N/A	City responsibility
Goal 25			
	25.1	Yes	FPASP Mitigation Measures ensure compliance with this policy
	25.2	N/A	City responsibility
	25.3	Yes	FPASP Open Space plan complies with this policy
	25.4	Yes	FPASP prepared the required biological studies
	25.5	Yes	FPASP establishes its own preservation policies.
	25.6	Yes	FPASP establishes its own preservation policies.
	25.7	Yes	FPASP establishes its own preservation policies.
Goal 26			
	26.1	N/A	City responsibility.
	26.2	N/A	FPASP not in the area outlined in this policy.
Goal 27			
	27.1	N/A	City responsibility
	27.2	Yes	FPASP establishes its own parkway plans.
	27.3	Yes	FPASP establishes its own scenic corridor plans.
	27.4	Yes	FPASP Open Space plan complies with this policy
Goal 28			
	28.1	N/A	City responsibility.
	28.2	Yes	FPASP Storm Water Master Plan ensures compliance with this policy
	28.3	Yes	City provides water sources for the Plan Area.
	28.4	Yes	No existing dredge tailings in the Plan Area.
	28.5	Yes	No existing mining sites in the Plan Area.
	28.6	N/A	City responsibility
	28.7	N/A	Rancho Seco Nuclear Power Plant decommissioned
Safety Element			
Goal 29			
	29.1	N/A	City responsibility.
	29.2	N/A	City responsibility.
	29.3	N/A	City responsibility.
	29.4	N/A	City responsibility.
	29.5	N/A	City responsibility.
	29.6	N/A	City responsibility.
	29.7	N/A	City responsibility.

GP Goal	GP Policy	FPASP Consistency	Remarks
Noise Element			
Goal 30			
	30.1	N/A	City responsibility.
	30.2	N/A	City responsibility.
	30.3	N/A	City responsibility.
	30.4	Yes	Plan Area not exposed to noise levels exceeding 60 dB Ldn/CNEL
	30.5	Yes	See FPASP EIR/EIS Mitigation Measures
	30.6	Yes	See FPASP EIR/EIS Mitigation Measures
	30.7	Yes	See FPASP EIR/EIS Mitigation Measures
	30.8	N/A	City responsibility.
	30.9	Yes	See FPASP EIR/EIS Mitigation Measures
	30.10	N/A	City responsibility.
	30.11	N/A	City responsibility.
	30.12	N/A	City responsibility.
	30.13	N/A	City responsibility.
	30.14	N/A	City responsibility.
	30.15	Yes	FPASP Community Design Guidelines provides criteria for sound walls.
Air Quality Element			
Goal 31			
	31.1	N/A	City responsibility.
	31.2	N/A	City responsibility.
	31.3	N/A	City responsibility.
	31.4	Yes	FPASP Operational Air Quality Mitigation Plan Mitigation Measures
	31.5	N/A	City responsibility.
	31.6	Yes	FPASP IND/OP land use is separated from residential land uses
	31.7	Yes	Plan Area shall apply for permanent membership in 50 Corridor TMA
	31.8	N/A	City responsibility.
	31.9	Yes	FPASP Addendum to the City's Bikeway Master Plan provides
	31.10	Yes	The FPASP has its own Transit Master Plan.
Goal 32			
	32.1	Yes	Reference Policy 31.6.
Goal 33			
	33.1	Yes	Reference Policy 31.7.
	33.2	Yes	Reference Policy 31.9.
Goal 34			
		N/A	See related goals and policies.
Parks and Recreation Element			
Goal 35			
	35.1	N/A	City responsibility to design parks
	35.2	N/A	City responsibility.
	35.3	N/A	City responsibility.
	35.4	Yes	FPASP provides bikeways, bike lanes, sidewalks and trails
	35.5	Yes	FPASP integrates park locations bikeway master plan
	35.6	N/A	City responsibility to develop park master plans
	35.7	N/A	City responsibility.
	35.8	Yes	FPASP designates parks free from wetlands and steep slopes.
	35.9	Yes	FPASP does not use open space for Quimby parkland credit.
	35.10	Yes	FPASP provides 1,065.5-acres of natural open space
	35.11	N/A	City responsibility
	35.12	Yes	Resolution No. 8861 establishes lower min. acres
Goal 36			
	36.1	N/A	City responsibility.
	36.2	Yes	FPASP provides community, neighborhood & local parks
	36.3	Yes	FPASP provides natural parkways and open space
	36.4	N/A	City responsibility.
	36.5	N/A	City responsibility.
	36.6	N/A	City responsibility.
	36.7	N/A	City responsibility.
Goal 37			
	37.1	N/A	City responsibility.
	37.2	N/A	City responsibility.
	37.3	N/A	City responsibility.
	37.4	N/A	City responsibility.
	37.5	N/A	City responsibility.
	37.6	N/A	City responsibility.
	37.7	N/A	City responsibility.
Goal 38			
	38.1	N/A	City responsibility.
	38.2	N/A	City responsibility.
	38.3	N/A	City responsibility.
	38.4	N/A	City responsibility.
	38.5	N/A	City responsibility.
Goal 39			
	39.1	N/A	City responsibility.
	39.2	N/A	City responsibility.
	39.3	N/A	City responsibility.
	39.4	N/A	City responsibility.
	39.5	N/A	City responsibility.
	39.6	N/A	City responsibility.
Public Facilities Element			
Goal 40			
	40.1	Yes	FPASP provides a Public Facilities Finance Plan
	40.2	Yes	FPASP provides its own facilities master plans.
	40.3	Yes	FPASP provides its own facilities master plans.
	40.4	Yes	FPASP requires urban level of services
	40.5	N/A	City responsibility.

GP Goal	GP Policy	FPASP Consistency	Remarks
Hazardous Materials Element			
Goal 41			
	41.1	N/A	City responsibility.
	41.2	N/A	City responsibility.
	41.3	N/A	City responsibility.
	41.4	N/A	City responsibility.
	41.5	N/A	City responsibility.
	41.6	N/A	City responsibility.
	41.7	N/A	City responsibility.
	41.8	N/A	City responsibility.
	41.9	N/A	City responsibility.
	41.10	N/A	City responsibility.
	41.11	N/A	City responsibility.

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