

CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PLANNING COMMISSION AGENDA**  
**November 15, 2023**  
**CITY COUNCIL CHAMBERS**  
**6:30 p.m.**  
**50 Natoma Street**  
**Folsom, California 95630**

**CALL TO ORDER PLANNING COMMISSION:** Daniel West, Bill Miklos, Ralph Peña, Bill Romanelli, James Ortega, Mathew Herrera, Eileen Reynolds

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

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

**PLEDGE OF ALLEGIANCE**

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

**MINUTES**

The minutes of the October 18, 2023 meeting will be presented for approval.

**NEW BUSINESS**

**1. SUBPM 23-00094: Parcel 61 Vesting Tentative Parcel Map and Determination that No Additional Environmental Review is Required**

A Public Hearing to consider a request from TK Consulting, Inc. for approval of a Vesting Tentative Parcel Map to subdivide a 47-acre property (known as the Parcel 61 remainder) into 4 individual parcels for future sale, financing, and development. The General Plan Land Use designation for the project site is RC (Regional Commercial), while the Specific Plan land use designation is SP-RC-PD (Specific Plan – Regional Commercial-Planned Development). The City, as lead agency, has determined that the proposed project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment and, therefore no additional environmental review is required pursuant to Public Resources Code section 21083.3 and CEQA Guidelines section 15183. **(Project Planner: Steve Banks/Applicant: TK Consulting, Inc.)**

**2. SPPL 23-00051: Folsom Plan Area Specific Plan Amendment for Electronic Readerboard Sign and Adoption of an Addendum to the Final Environmental Impact Report for the Folsom Plan Area Specific Plan**

A Public Hearing to consider a request from TK Consulting, Inc. for a recommendation to the City Council for approval of a Specific Plan Amendment to modify FPASP Table A.7 (Transportation, Communication, & Infrastructure) to add "Electronic Readerboard Sign" as a conditionally permitted use on a specific property (Parcel 61) within the Folsom Plan Area. The General Plan Land Use designation for the project site is RC (Regional Commercial), while the Specific Plan

land use designation is SP-RC-PD (Specific Plan – Regional Commercial-Planned Development). An Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan EIR/EIS has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Steve Banks/Applicant: TK Consulting, Inc.)**

### **3. Folsom Blvd Bicycle & Pedestrian Overcrossing Feasibility Study**

A public meeting to consider a recommendation to the City Council for approval of the North Alternative Alignment as the preferred alignment for the Folsom Boulevard Overcrossing Project. The purpose of the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study is to identify the preferred alignment location and potential conceptual architectural bridge design. The goal of the feasibility study is to identify a safe, convenient, and cost-effective active transportation connection across Folsom Boulevard, linking transit, neighborhoods, businesses, and recreational attractions such as the Folsom Lake State Recreation Area. The feasibility study is exempt from environmental review in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15262. **(Project Planner: Brett Bollinger, Parks & Recreation Department/Applicant: City of Folsom)**

### **PLANNING COMMISSION / PLANNING MANAGER REPORT**

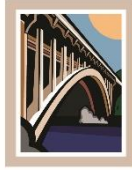
The next Planning Commission meeting is scheduled for **December 20, 2023**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting.

Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2<sup>nd</sup> Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6200 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6200, (916) 355-7274 (fax) or [ckelley@folsom.ca.us](mailto:ckelley@folsom.ca.us). Requests must be made as early as possible and at least two full business days before the start of the meeting.

#### **NOTICE REGARDING CHALLENGES TO DECISIONS**

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



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PLANNING COMMISSION MINUTES  
OCTOBER 18, 2023  
CITY COUNCIL CHAMBERS  
6:30 P.M.  
50 Natoma Street  
Folsom, CA 95630**

**CALL TO ORDER PLANNING COMMISSION:**

The regular Planning Commission Meeting was called to order at 6:30 p.m. with Chair Eileen Reynolds presiding.

**PLEDGE OF ALLEGIANCE:** The Pledge of Allegiance was recited.

**ROLL CALL:**

Commissioners Present: Mathew Herrera, Commissioner  
Daniel West, Vice Chair  
Bill Miklos, Commissioner  
Bill Romanelli, Commissioner  
James Ortega, Commissioner  
Eileen Reynolds, Chair

Commissioners Absent: Ralph Peña, Commissioner

**CITIZEN COMMUNICATION:**

1. Silray Garcia spoke of his experience with the Northern California Carpenter’s Union and encouraged the Commissioners to consider those less fortunate when approving projects.

**MINUTES:**

The minutes of the September 20, 2023 Regular Meeting were approved as submitted.

**NEW BUSINESS**

**1. MSTR22-00312: Creekside Apartments (The Alexander) Conditional Use Permit, Planned Development Permit and Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.**

A Public Hearing to consider a request from Tekin & Associates, LLC for approval of a Conditional Use Permit and Planned Development Permit for development of a 188-unit apartment complex located at 1571, 1575 and 1591 Creekside Drive. The site is zoned BP-PD (Business Professional – Planned Development) and has a General Plan designation of PO (Professional Office), within the East Bidwell Corridor overlay. An Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program have been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA). **(Project Planner: Josh Kinkade/Applicant: Tekin & Associates, LLC)**

COMMISSIONER WEST MOVED TO ADOPT THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE CREEKSIDE APARTMENTS (THE ALEXANDER) PROJECT (MSTR22-00312) PER ATTACHMENT 12; AND MOVE TO APPROVE THE CONDITIONAL USE PERMIT AND PLANNED DEVELOPMENT PERMIT FOR THE CREEKSIDE APARTMENTS (THE ALEXANDER) PROJECT AS ILLUSTRATED ON ATTACHMENTS 6 THROUGH 10 BASED ON THE FOLLOWING FINDINGS (FINDINGS A-T) AND SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL (CONDITIONS 1-49 and 51-79) EXCLUDING CONDITION 50.

COMMISSIONER MIKLOS SECONDED THE MOTION.

AYES: HERRERA, WEST, MIKLOS, ROMANELLI, ORTEGA, REYNOLDS

NOES: NONE

RECUSED: NONE

ABSENT: PEÑA

MOTION PASSED

**2. MSTR 23-00007: 1014 Sibley Street Vesting Tentative Subdivision Map, Rezone, Planned Development Permit, Design Review, and Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.**

A Public Hearing to consider a request from David Storer for approval of a Vesting Tentative Subdivision Map, Rezone, Planned Development Permit and Design Review for the six-lot 1014 Sibley Street Subdivision project, located at 1014 Sibley Street. The site is currently zoned R-M-PD (Residential Multifamily Dwelling – Planned Development) and R-4 (General Apartment District) with proposed zoning of R-1-M\_PD (Residential, Single-Family Dwelling, Small Lot District with Planned Development Permit). The site has a General Plan designation of SFHD (Single-Family High Density). An Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program have been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA). **(Project Planner: Josh Kinkade/ Applicant: David Storer)**

COMMISSIONER ROMANELLI MOVED TO RECOMMEND TO THE CITY COUNCIL ADOPTION OF THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE 1014 SIBLEY STREET SUBDIVISION PROJECT (MSTR23-00007) PER ATTACHMENT 10;

AND

MOVED TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE REZONE TO CHANGE THE ZONING DESIGNATION FOR THE PROJECT SITE (APN NO. 0710200-056-0000) FROM R-M PD (RESIDENTIAL MULTIFAMILY DWELLING DISTRICT, PLANNED DEVELOPMENT DISTRICT) AND R-4 (GENERAL APARTMENT DISTRICT) TO R-1-M PD (RESIDENTIAL SINGLE FAMILY SMALL LOT, PLANNED DEVELOPMENT DISTRICT), AS ILLUSTRATED IN ATTACHMENT 11 FOR THE 1014 SIBLEY STREET SUBDIVISION PROJECT;

AND

MOVED TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE VESTING TENTATIVE SUBDIVISION MAP CREATING SIX (6) SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENT 8 FOR THE 1014 SIBLEY STREET SUBDIVISION PROJECT;

AND

MOVED TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE PLANNED DEVELOPMENT PERMIT AND DESIGN REVIEW FOR DEVELOPMENT OF A SIX PARCEL RESIDENTIAL COMMUNITY INCLUDING SIX PRIMARY RESIDENCES AND SIX ACCESSORY DWELLING UNITS AS ILLUSTRATED ON ATTACHMENTS 6 AND 7 FOR THE 1014 SIBLEY STREET SUBDIVISION PROJECT, ALL BASED ON THE FOLLOWING FINDINGS (FINDINGS A-BB) AND SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL (CONDITIONS 1-76),

WITH THE FOLLOWING MODIFICATIONS:

Condition No. 3

The project approvals granted under this staff report (Rezone, Vesting Tentative Subdivision Map, Planned Development Permit and Design Review) shall remain in effect for two years from final date of approval **by City Council (October 18, 2025)**. If a building permit is not issued within the identified time frame and/or the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. An extension to the identified time frame may be granted by the Planning Commission. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, building permit, or other construction permit or entitlement required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the development contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the project approvals shall be tolled during the time that any litigation is pending, including any appeals.

Condition No. 10

This project shall be subject to all applicable City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all applicable City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval **by City Council (October 18, 2025)**. The fees shall be calculated at the fee rate in effect at the time of building permit issuance.

Condition No. 77

**The applicant shall design the front yard landscaping so that it does not obstruct the view from the project driveways to ensure a clear field of vision to the street to the satisfaction of the Community Development Department.**

COMMISSIONER HERRERA SECONDED THE MOTION.

AYES: HERRERA, WEST, MIKLOS, ROMANELLI, ORTEGA, REYNOLDS  
NOES: NONE  
RECUSED: NONE  
ABSENT: PEÑA

MOTION PASSED

**3. MSTR23-00117: Red Bus Brewing Co. Outdoor Patio and Kitchen, Conditional Use Permit, Site Design Review and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Erik Schmid for approval of a Conditional Use Permit and Site Design Review application for a new 160-square-foot kitchen accessory building and a 981-square-foot outdoor patio area for an existing microbrewery (Red Bus Brewing Co.) at 802 Reading Street. The project site is zoned M-1 (Light Industrial Zone). The General Plan designation is IND (Industrial/Office Park). The project is categorically exempt from environmental review under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Nathan Stroud/Applicant: Erik Schmid c/o Red Bus Brewing Co.)**

COMMISSIONER WEST MOVED TO APPROVE THE RED BUS BREWING CO. OUTDOOR PATIO AND KITCHEN PROJECT CONDITIONAL USE PERMIT AND SITE DESIGN REVIEW (MSTR23-00117) BASED ON THE FINDINGS INCLUDED IN THIS REPORT (FINDINGS A-H) AND SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL (CONDITIONS 1-14).

COMMISSIONER ORTEGA SECONDED THE MOTION.

AYES: HERRERA, WEST, MIKLOS, ROMANELLI, ORTEGA, REYNOLDS  
NOES: NONE

RECUSED: NONE  
ABSENT: PEÑA

MOTION PASSED

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

Planning Manager, Desmond Parrington, shared the following with the Commission:

- Next meeting will be November 15 and will likely include a couple items in Folsom Plan Area.
- The Planning Division has handled approximately 70 staff-level entitlement projects since January.
- Most have been design reviews for custom homes, additions, patio covers etc.
- Staff handled design review on one small office project, a couple minor multi-family modifications and a commercial repainting.
- There have also been a couple Minor Administrative Modifications to the Folsom Plan Area Specific Plan that were handled by staff.
- One final map recorded for Bidwell Place apartments.
- Staff have done quite a few zoning verification letters.
- The Central Business Master Plan advisory committee meeting will be held at the Library on Monday, October 23.

The next Planning Commission meeting is scheduled for November 15, 2023.

**ADJOURNMENT**

There being no further business to come before the Folsom Planning Commission, Chair Eileen Reynolds adjourned the meeting at 8:48 p.m.

RESPECTFULLY SUBMITTED,

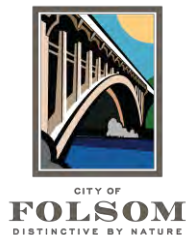
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Christina Kelley, ADMINISTRATIVE ASSISTANT

**APPROVED:**

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Eileen Reynolds, CHAIR



## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Parcel 61 Vesting Tentative Parcel Map  
**File #:** SUBPM 23-00094  
**Requests:** Vesting Tentative Parcel Map  
**Location:** Parcel 61 is located slightly west of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area (APN: 072-3190-056)  
**Staff Contact:** Steve Banks, Principal Planner, 916-461-6207  
sbanks@folsom.ca.us

**Property Owner**  
Eagle Commercial Partners, LLC  
100 Pine Street, 29th Floor  
San Francisco, CA 94111

**Applicant**  
TK Consulting, Inc.  
2082 Michelson Drive, 4th Floor  
Irvine, CA 92612

**Recommendation:** Conduct a public hearing and upon conclusion recommend approval of a Vesting Tentative Parcel Map for the Parcel 61 Vesting Tentative Parcel Map project (SUBPM 23-00094), based on the findings (Findings A-Q) and subject to the conditions of approval (Conditions 1-24) attached to this report.

**Project Summary:** The proposed project includes a request for approval of a Vesting Tentative Parcel Map to subdivide a 47-acre property (known as the Parcel 61 remainder) into 4 individual parcels for future sale, financing, and development. The four newly created parcels, which have a General Plan land use designation of RC (Regional Commercial) and a Specific Plan land use designation of SP-RC-PD (Specific Plan - Regional Commercial - Planned Development District), range in size from 2.2-acres to 19.09-acres. No development activity is proposed with the subject Vesting Tentative Parcel Map application.

### **Table of Contents:**

Attachment 1 Description/Analysis  
Attachment 2 Background  
Attachment 3 Conditions of Approval



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**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
Date: November 15, 2023

Attachment 4 Vicinity Map  
Attachment 5 Vesting Tentative Parcel Map dated July 20, 2023.

Submitted,

A handwritten signature in blue ink, appearing to read "Pam Johns".

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PAM JOHNS  
Community Development Director



**ATTACHMENT 1  
 DESCRIPTION/ANALYSIS**

**APPLICANT’S PROPOSAL**

The applicant, TK Consulting, Inc. is requesting approval of a Vesting Tentative Parcel Map to subdivide a 47-acre property (known as the Parcel 61 remainder) into 4 parcels for future sale, lease, financing, and development. The four newly created parcels will range from 2.2-acres to 19.09-acres in size respectively. No development activity is proposed with the subject Vesting Tentative Parcel Map application. The proposed Vesting Tentative Parcel Map is shown in Figure 1 on the following page. The proposed parcels correspond to land uses and parcels on the FPASP Land Use Plan (FPASP Figure 1) as described and summarized in Table 1 below.

**TABLE 1: VESTING TENTATIVE PARCEL MAP LAND USE SUMMARY**

Parcel	General Plan Designation	Specific Plan Designation	FPASP Land Use	Proposed Land Use	Net Acres
1	RC	SP-RC-PD	Regional Commercial	Regional Commercial	19.08
2	RC	SP-RC-PD	Regional Commercial	Multi-Family High Density	2.20
3	RC	SP-RC-PD	Regional Commercial	Multi-Family High Density/ Multi-Family Medium Density	14.74
4	RC	SP-RC-PD	Regional Commercial	Park	6.45
IOD*	RC	SP-RC-PD	Regional Commercial	Public Improvements	4.11
R/W*	RC	SP-RC-PD	Regional Commercial	Public Improvements	0.89
<b>Total</b>					<b>47.47</b>

NA = Not Applicable

\* IOD = Irrevocable Offer of Dedication

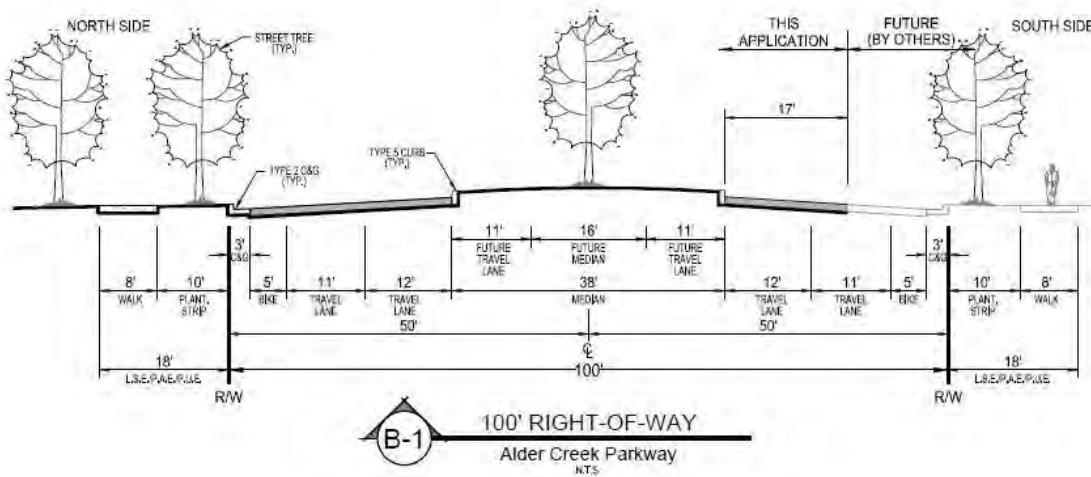
\* R/W = Right-of-Way



General access to the project site will be from East Bidwell Street to the east and U.S. Highway 50 to the north. Direct access to the project site will be provided from Alder Creek Parkway to the south, Wellness Way to the east, Street "A" to the west, and Innovation Drive which bisects the property in an east-west direction. Backbone roadway improvements required as part of the previously approved Parcels 61 and 77 project include widening East Bidwell Street to complete the frontage and median and extending Alder Creek Parkway westward along the frontages of Parcel 61 and Parcel 77. Additional roadways are proposed within and around the parcels to facilitate access and circulation for the Project as described above and as shown on the Vesting Tentative Parcel Map.

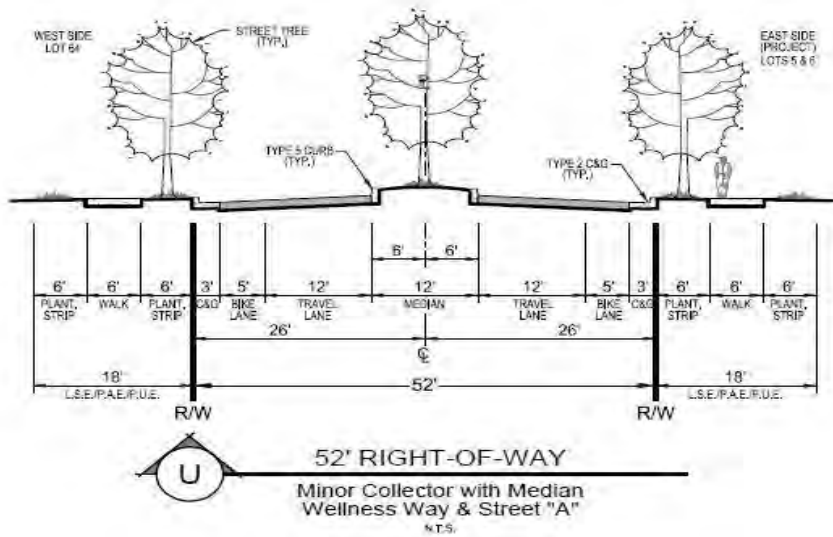
Alder Creek Parkway is a planned major roadway with a 100-foot right-of-way, four travel lanes, and an 18-foot-wide landscape buffer with detached sidewalks. Bus Rapid Transit (BRT) is planned in the median in the future.

FIGURE 2: ALDER CREEK PARKWAY ROADWAY CROSS-SECTION EXHIBIT



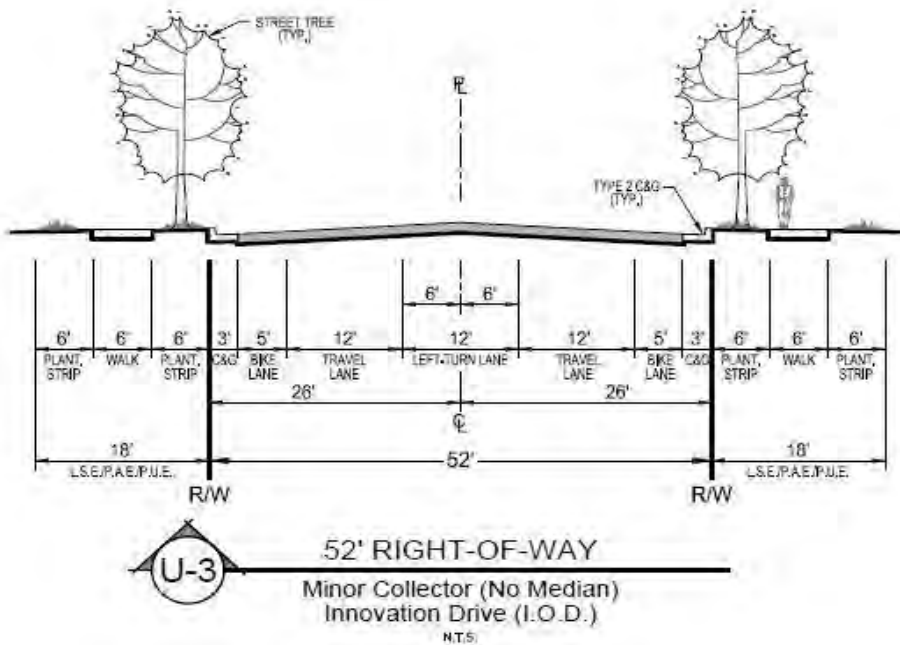
Wellness Way and Street "A" are minor collector roadways with a 52-foot right-of-way, two travel lanes, and an 18-foot-wide landscape buffer with detached sidewalk.

FIGURE 3: WELLNESS WAY AND STREET "A" CROSS-SECTION EXHIBIT



Innovation Way is a minor collector roadway with a 52-foot right-of-way, two travel lanes, and an 18-foot-wide landscape buffer with detached sidewalk.

FIGURE 4: INNOVATION DRIVE CROSS-SECTION EXHIBIT



The proposed Vesting Tentative Parcel Map is designed with multiple opportunities for pedestrian access in and around the project site. In Figure 5 below, yellow lines depict Class I bicycle/pedestrian trails, with blue lines representing Class II on-street bicycle routes. A Class 1 bicycle/pedestrian trail will be provided within an 18-foot portion of the 25-foot landscape easement on the northern boundary of the site adjacent to U.S. Highway 50 frontage as shown in Figure 6 below.

FIGURE 5: PARCELS 61 AND 77 CONNECTIVITY EXHIBIT

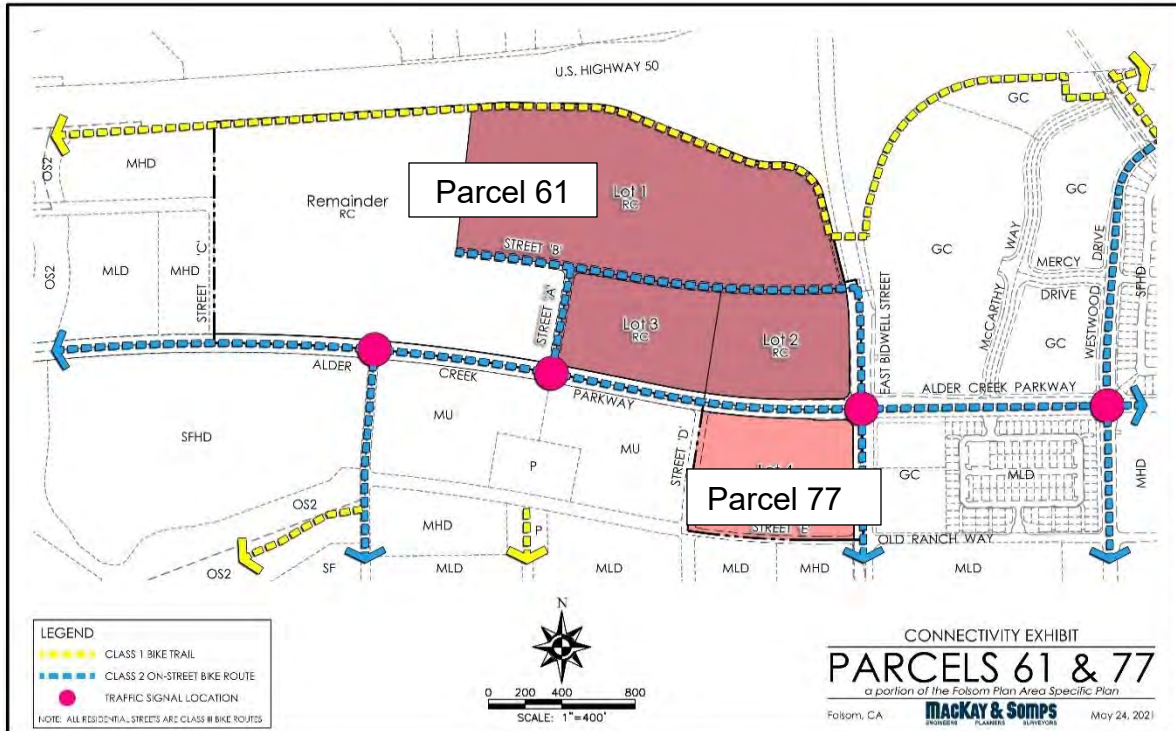
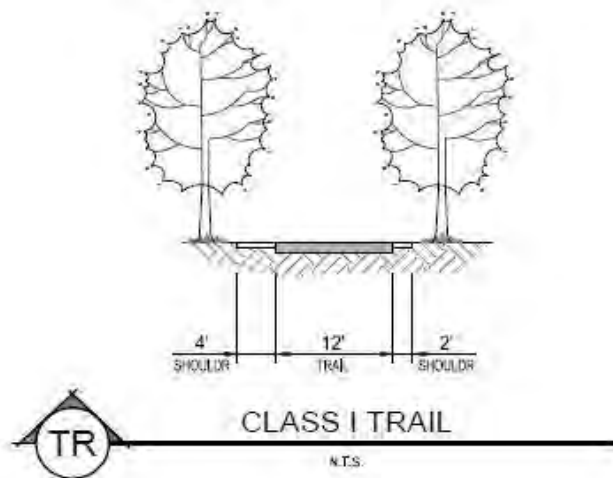


FIGURE 6: CLASS I BICYCLE TRAIL CROSS-SECTION EXHIBIT



## **Analysis**

The following sections provide an analysis of the applicant's proposal. Staff's analysis includes:

- A. General Plan and Specific Plan Consistency
- B. Vesting Tentative Parcel Map
- C. Conformance with Relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

### **A. General Plan and Specific Plan Consistency**

The adopted General Plan land use designation for the project site is RC (Regional Commercial) and the adopted Specific Plan land use designation is SP-RC-PD (Specific Plan-Regional Commercial-Planned Development District). The proposed project is consistent with both the General Plan land use and Specific Plan land use designations as they are consistent with each other. In addition, residential and park development are allowed uses on Parcel 61, and have long been contemplated in this location despite the SP-RC designation. No development activity is proposed with the subject application.

### **B. Vesting Tentative Parcel Map**

The proposed Vesting Tentative Parcel Map (shown in Figure 1 and Attachment 5) would subdivide a 47-acre property (known as the Parcel 61 remainder) into 4 parcels for future sale, lease, financing, and development. The four newly created parcels will range from 2.2 acres to 19.09 acres in size respectively. The parcels will be designated SP-RC-PD (Specific Plan-Regional Commercial-Planned Development District) and under the provisions set out in Section 4 (Land Use) of the Folsom Plan Area Specific Plan (FPASP) this designation allows for the land uses described previously (e.g., parkland, residential, and commercial). In addition, the proposed parcels meet the development requirements established for the Regional Commercial Specific Plan District (Table A.12 of the FPASP) which state there is no minimum lot size requirement for properties located within Parcel 61. As noted in the project description, no development activity is proposed at this time. City staff has determined that the proposed Vesting Tentative Parcel Map complies with all City and State Subdivision Map Act requirements.

#### Affordable Housing Deed Restriction

As discussed in the background section of this staff report, the City Council approved a Development Agreement Amendment on March 28, 2023 as part of the Folsom Ranch Apartments project for the purpose of deed restricting 64 multi-family housing units on the remainder portion of Parcel 61 for development of low-, very-low, and/or extremely-low income households. As shown on the submitted Vesting Tentative Parcel Map, the applicant is proposing to allocate the 64 affordable multi-family housing units to the 2.20-

acre parcel (Lot 2) located on the western edge of the project site. Consistent with the Development Agreement Amendment, the owner/applicant shall place a deed restriction on Lot 2 requiring that 64 affordable multi-family housing units be provided on the 2.20-acre parcel as shown on the Vesting Tentative Parcel Map. In addition, the deed restriction must remain in place for a period of 55 years. Condition No. 15 is included to reflect these requirements.

### Housing Element

The City of Folsom Housing Element (August 2021) in its Vacant and Underutilized Residential Land Inventory (Table C1.1-1 in the Housing Element) allocated 552 multi-family residential units to Parcel 61 including 156 low-income units and 396 moderate-income units. However, the Minor Administrative Modification approved in 2023 as part of the Folsom Ranch Apartments project resulted in a reallocation of multi-family units with the end result being Parcel 61 having a new allocation of 377 low-income units and 280 moderate-income units (657 total affordable multi-family units). It is important to note that although these units are identified in the City's Housing Element Vacant Land Inventory, only the 377 housing units are required to be built while the moderate multi-family units do not have to be developed per the Folsom Plan Area Specific Plan.

As shown on the Vesting Tentative Parcel Map, the applicant is proposing to develop 427 multi-family residential units on the remainder portion of Parcel 61 including 377 MHD units and 50 MMD units. Based on this information, the number of moderate-income residential units identified in the Housing Element for this site will be reduced from 280 units to 50 units - a reduction of 230 housing units.

As discussed in the City's 2021-2029 Housing Element, the City of Folsom has been assigned a RHNA (Regional Housing Needs Allocation) allocation of 820 moderate-income units. However, the City's remaining allocation is currently 762 moderate-income units as a result of recent multi-family development.

Based on staff's analysis of the current vacant sites identified in the Housing Element's Vacant Sites Inventory, there is existing capacity of appropriately zoned land for over 1,500 moderate-income units, well in excess of the number of units necessary to offset the loss of 230 moderate-income units associated with the proposed project and still maintain capacity to meet the moderate-income RHNA requirement. Based on this information, City staff is able to make the written finding, as required under state Housing Element law (Govt. Code Section 65863 *et seq.*), that there will be "no net loss" as there are other housing element sites currently available to meet the City's targets in the Housing Element for moderate-income housing.

### Parkland Dedication

On February 15, 2023, the Planning Commission approved a Conditional Use Permit, Planned Development Permit, and Minor Administrative Modification for development of the 238-unit Folsom Ranch Apartments project on Parcels 85A-3 and 85A-4 within the Folsom Plan Area. The Minor Administrative Modification associated with the project resulted in the transfer of 3.3-acres of parkland (PARK) from the Folsom Ranch Apartments project site to Parcel 61. As a result of past Minor Administrative Modifications to the Folsom Plan Area Specific Plan (FPASP), Parcel 61 currently has a total required allocation of 8.9-acres of parkland (PARK) assuming the development of all residential units allocated to Parcel 61 (657 units) as well as the those on the Folsom Ranch Apartment sites (238 units) .

However, since all the housing originally allocated to Parcel 61 is not planned for development, less park acreage is required. If only 427 units are developed on Parcel 61 and Parcels 85A-3 and 85A-4 have 238 units then only 6.45 acres of parkland is required. To memorialize the parkland dedication requirement for the proposed project, staff recommends that the owner/applicant dedicate 6.45-acres (7.85-acres gross) of parkland on Lot 4 within the remainder portion of Parcel 61 as shown on the Vesting Tentative Parcel Map. In addition, staff recommends that a maximum of 427 residential dwelling units be permitted on the remainder portion of Parcel 61 in order for the project to satisfy their FPASP parkland dedication requirement. In the event that residential dwelling units are added or removed from the remainder portion of Parcel 61, the parkland dedication requirement shall be adjusted accordingly by the owner/applicant to the satisfaction of the Parks and Recreation Department. Condition No. 23 is included to reflect these requirements.

### **C. Conformance with Relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies**

The 47-acre project site has a General Plan land use designation of RC (Regional Commercial) and a Specific Plan land use designation of SP-RC-PD (Specific Plan-Regional Commercial-Planned Development Permit District). The Project is consistent with both the General Plan land use designation and the Specific Plan land use designation.

Staff has determined that the proposed Project is consistent with the development assumptions in the FPASP, the approved Minor Administrative Modifications done in 2020 and 2023, and with the General Plan and Specific Plan objectives and policies described below.

#### **GP GOAL H-2 (Removing Barriers to the Production of Housing)**

To minimize governmental constraints on the development of housing for households of all income levels.



### **GP POLICY H 2.7**

The City shall educate the community on the needs, the realities, and the benefits of affordable and higher-density housing.

**Analysis:** The proposed project is consistent with this policy in that the project will provide for future development of 427 multi-family residential units on Parcel 61 including 377 MHD units and 50 MMD units. In addition, the proposed project is consistent with this policy in that it includes a requirement for the deed restriction of 64 affordable multi-family housing units on Parcel 61 (Lot 2) as shown on the Vesting Tentative Parcel Map.

### **SP OBJECTIVE 7.1 (Circulation)**

Consistent with the California Complete 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.

### **SP 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 to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

**Analysis:** Consistent with the requirements of the California Complete Streets Act of 2008, the FPASP identified and planned for hierarchy of connected “complete streets” to ensure that pedestrian, bike, bus, and automobile modes are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Past California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor along Alder Creek Parkway and Savannah Parkway that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area. The Project has been designed to facilitate multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized in a pattern consistent with the approved FPASP circulation plan.

### **SP OBJECTIVE H-1 (Housing)**

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

### **GP and SP 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.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU). The proposed project is consistent with this policy in that it will provide for future development of 377 MHD units and 50 MMD units on Parcel 61. Though it is allowed under the provisions of the Regional Commercial land use in the FPASP, the reduction in potential MLD and MMD housing development does reduce the amount of land available for housing in the Folsom Plan Area. Nonetheless, as noted in Attachment 2 (Background) and on the following page, the FPASP has been amended over time to increase the amount of land available for housing and reduce the amount for commercial development.

#### SP 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.

Analysis: The proposed project is consistent with this policy in that it provides for future development of an interconnected system of local streets provided with pedestrian walkways, sidewalks, and bicycle trails.

#### SP POLICY 4.2

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

Analysis: The proposed project is consistent with this policy in that the Vesting Tentative Parcel Map creates a centrally-located 6.45-acre parcel (Lot 4 on the Parcel Map) for future development of a neighborhood park at the northwest corner of Alder Creek Parkway and Wellness Way.

#### SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addendums analyzed impacts from the

conversion of the commercial lands to residential lands; impacts and associated mitigation measures can be found in the individual project-specific environmental documents. The proposed project is consistent with this policy in that the maximum number of residential dwelling units in the Folsom Plan Area will be reduced by 230 units with approval of the Vesting Tentative Parcel Map resulting in 11,231 total residential units in the Plan Area.

#### SP 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 units on a minimum of 14.8 acres shall be provided on these parcels. Other than the SP-RC and the 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.

Analysis: The proposed project is consistent with this policy in that it helps to facilitate the future development of 427 multi-family residential units including 377 MHD units and 50 MMD units on Parcel 61.

### **ENVIRONMENTAL REVIEW**

Several environmental documents have previously been prepared in relation to the Folsom Plan Area Specific Plan. Those environmental documents relevant to this particular project are listed below (available for viewing at City Hall or on the City's website) and incorporated herein by reference:

- Draft EIR/Environmental Impact Statement for the FPASP, June 2010 (DEIR), available online at <https://www.folsom.ca.us/government/community-development/planning-services/folsom-plan-area/maps-and-documents/-folder-178>;
- Final FPASP EIR/EIS, May 2011 (FEIR), available online at <https://www.folsom.ca.us/government/community-development/planning-services/folsom-plan-area/maps-and-documents/-folder-174>;
- FPASP CEQA Findings of Fact and Statement of Overriding Considerations, May 2011, available online at <https://www.folsom.ca.us/home/showpublisheddocument/1628/637477093743170000>;
- FPASP Mitigation Monitoring and Reporting Program, May 2011, available online at <https://www.folsom.ca.us/home/showpublisheddocument/1632/637477093777200000>;

- Addendum to the FPASP EIR for the Revised Proposed Off-site Water Facility Alternative, November 2012 (Water Addendum);
- Westland-Eagle Specific Plan Amendment Addendum to the FPASP EIR/EIS, September 2015;
- Parcels 61 and 77 Vesting Tentative Parcel Map, Planned Development Permit, and Design Guidelines Addendum to the FPASP EIR/EIS, May 2021;
- CEQA Exemption and Streamlining Analysis and Checklist for Folsom Ranch Apartments Project, October 2022

An Addendum to the FPASP EIR was prepared for the Parcel 61 and 77 Vesting Tentative Parcel Map, Planned Development Permit, and Design Guidelines project on May 28, 2021 pursuant to CEQA Guidelines section 15164 and Public Resources Code (PRC) sections 21083 and 21166. The remainder portion of Parcel 61, which is the subject of this parcel map application, was included in this analysis. City staff reviewed the Addendum and determined there were no new impacts not previously analyzed in the FPASP Final EIR/EIS. On June 16, 2021, the Planning Commission approved the Addendum associated with the Parcels 61 and 77 project.

A CEQA Exemption and Streamlining Analysis and Checklist was prepared for the Folsom Ranch Apartments Project in October, 2022 in accordance with the California Environmental Quality Act (CEQA). The remainder portion of Parcel 61, which is the subject of this parcel map application, was included in this analysis. The City reviewed the applicant's analysis and concurred that the project was exempt from additional environmental review as provided in CEQA Guidelines 15182(c). On February 15, 2023, the Planning Commission found that the Folsom Ranch Apartments project was exempt from CEQA pursuant to Public Resources Code section 65457 and CEQA Guidelines section 15182(c).

The City, as lead agency, has determined that the Parcel 61 Vesting Tentative Parcel Map project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP). As a project that is consistent with existing plans and zoning and which would not result in any new or more severe environmental effects that are peculiar to the project or the parcels or which were not previously analyzed as significant effects in the FPASP EIR/EIS, the Addendum for the Westland Eagle Specific Plan Amendment, the Addendum for the Parcels 61 and 77 project, and the CEQA Exemption and Streamlining Analysis and Checklist prepared for Folsom Ranch Apartments Project, the Parcel 61 Vesting Tentative Parcel Map project qualifies for the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183. The City considers the Folsom Plan Area Specific Plan to be a Community Plan as that term is defined in CEQA and the CEQA Guidelines. As a result, City staff has determined that no additional environmental review is required.

## **RECOMMENDATION/PLANNING COMMISSION ACTION**

Staff recommends that the Planning Commission approve the proposed project, based on the findings below and subject to the Conditions of Approval attached to this report.

- Move to approve a Vesting Tentative Parcel Map for the Parcel 61 Vesting Tentative Parcel Map project as illustrated on Attachment 5.
- This approval is based on the findings (Findings A-Q) and subject to the conditions of approval (Conditions 1-24) attached to this report.

## **GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.

## **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED BY THE CITY IN 2015 FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT IN ACCORDANCE WITH CEQA.
- E. THE CITY PREVIOUSLY PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN FOR THE PARCEL 61 & 77 PROJECT AND DETERMINED THAT NONE OF THE CHANGES OR REVISIONS PROPOSED BY THE PROJECT WOULD RESULT IN SIGNIFICANT NEW OR SUBSTANTIALLY MORE SEVERE ENVIRONMENTAL IMPACTS AND WOULD NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT AND THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT.
- F. THE CITY HAS DETERMINED THAT THE PARCEL 61 VESTING TENTATIVE PARCEL MAP PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.

- G. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE PARCEL 61 VESTING TENTATIVE PARCEL MAP PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT CERTIFIED FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT, AND THAT NO ADDITIONAL ENVIRONMENTAL REVIEW IS REQUIRED FOR THE PARCEL 61 VESTING TENTATIVE PARCEL MAP PROJECT PURSUANT TO PUBLIC RESOURCES CODE SECTION 21083.3 AND CEQA GUIDELINES SECTION 15183.
- H. THE CITY HAS DETERMINED THAT NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.

**VESTING TENTATIVE PARCEL MAP FINDINGS**

- I. THE PROPOSED VESTING TENTATIVE PARCEL MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- J. THE PROPOSED PARCEL MAP, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPES OF DEVELOPMENT PROPOSED .
- L. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.
- M. AS CONDITIONED, THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- N. AS CONDITIONED, THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.

- O. THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED PARCELS.
- P. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

**HOUSING ELEMENT FINDING**

- Q. THE PARCEL 61 VESTING TENTATIVE PARCEL MAP PROJECT WILL NOT RESULT IN A “NET LOSS” WITH REGARD TO MODERATE-INCOME HOUSING IN THAT THE CITY HAS SUFFICIENT CAPACITY TO ACCOMMODATE THE CITY’S SHARE OF THE REMAINING UNMET REGIONAL HOUSING NEEDS ALLOCATION (RHNA) WITH APPROVAL OF THE PROJECT AS PROPOSED .

## **ATTACHMENT 2 BACKGROUND**

On September 22, 2015, the City Council approved an Addendum to the Folsom Plan Area Specific Plan EIR/EIS, a General Plan Amendment, a Specific Plan Amendment, and Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement for the Westland-Eagle project. The Westland-Eagle project included a significant reduction in the amount of retail commercial land area and an increase in the number of allowed residential dwelling units within the Folsom Plan Area. The net result of these land use modifications was a decrease of 1,445,710 square feet of commercial building area and an increase of 922 residential units within the Plan Area. In addition, the Westland-Eagle project contained modifications to the FPASP including elimination of the Entertainment Overlay Zone, relocation of more intense land uses toward Alder Creek Parkway, strengthening focus of the town center, relocation of Alder Creek Parkway, and realignment of Old Placerville Road. The proposed project is located within the previously approved Westland-Eagle project area.

On March 17, 2020, City staff approved a Minor Administrative Modification (MAM) for several properties (Parcels 61, 77, 78, and 85A) located within the Westland-Eagle portion of the Folsom Plan Area along East Bidwell Street. The general purpose of the MAM was to shift residential units and commercial gross square footage within four individual parcels owned by Eagle Commercial Properties in order to meet the maximum development intent of the subject properties. As it relates to the subject property, the approved MAM resulted in Parcel 61 having an allocation of 198 MLD units, 198 MMD units, 156 MHD units, 5.6-acres of Parkland, 253,245 square feet of regional commercial (RC) land, 55,115 square feet of General Commercial (GC) land, and 216,014 square feet of industrial/office park (IND/OP) land.

On June 16, 2021, the Planning Commission approved a Vesting Tentative Parcel Map, Planned Development Permit, and Design Guidelines for the Parcels 61 and 77 project. The Vesting Tentative Parcel Map subdivided the 123-acre project site into four new parcels and one remainder lot. The Planned Development Permit provided for deviation from the existing development standards in order to reduce the minimum lot sizes for commercial properties. The Design Guidelines were established to provide general guidance regarding the architecture and design of future commercial development. An Addendum to the Folsom Plan Area Specific Plan EIR/EIS was also approved as part of the Parcels 61 and 77 project.

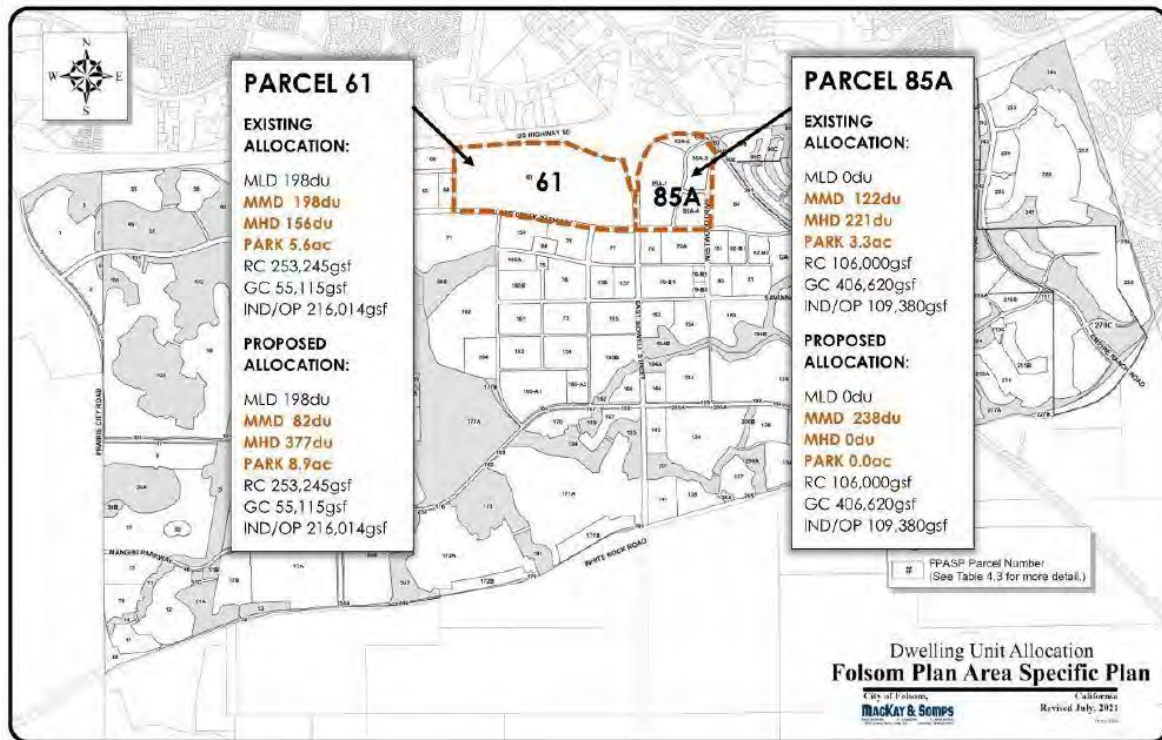
On February 15, 2023, the Planning Commission approved a Conditional Use Permit, Planned Development Permit, and Minor Administrative Modification for development of the 238-unit Folsom Ranch Apartments project on Parcels 85A-3 and 85A-4 within the Folsom Plan Area. The Minor Administrative Modification associated with the project



resulted in the transfer of development rights to move 221 MHD units from the Folsom Ranch Apartments project site to Parcel 61 within the Folsom Plan Area, the transfer of 116 MMD units from Parcel 61 to the Folsom Ranch Apartments project site, and the transfer of 3.3-acres of parkland (PARK) from the Folsom Ranch Apartments project site to Parcel 61. On March 28, 2023, the City Council approved a Development Agreement Amendment as part of the Folsom Ranch Apartments project for the purpose of deed restricting 64 multi-family housing units on the remainder portion of Parcel 61 for development of housing affordable to low-, very-low, and/or extremely-low income households.

The Folsom Ranch Apartments project site (Parcel 85A) was included in the Housing Element's Residential Sites Inventory as a vacant Lower Income Site and was assigned an allocation of 221 lower income units (MHD). The Minor Administrative Modification approved for the Folsom Ranch Apartments project resulted in the moving of those 221 lower income units to the remainder portion of Parcel 61. To help ensure that construction of lower income units is realized, a Development Agreement Amendment was approved by the City Council on March 28, 2023, which required the landowner (Eagle Commercial Partners, LLC) to provide 64 deed restricted lower income units within the remainder portion of Parcel 61. The City has no explicit authority to require the applicant, or any developer, to construct affordable housing, so the landowner (Eagle Commercial Partners, LLC) voluntarily agreeing to deed restrict 64 units was an important component of the Folsom Ranch Apartments project. The Minor Administrative Modification approved as part of the Folsom Ranch Apartments project is shown on the following page:

FIGURE 7: MINOR ADMINISTRATIVE MODIFICATION EXHIBIT



Parkland Dedication

As noted earlier in this report, on February 15, 2023, the Planning Commission approved a Minor Administrative Modification associated with the Folsom Ranch Apartments that resulted in the transfer of 3.3-acres of parkland (PARK) from the Folsom Ranch Apartments project site to Parcel 61. As a result of this Minor Administrative Modification, Parcel 61 currently has a required allocation of 8.9-acres of parkland (PARK).

However, the Folsom Plan Area Specific Plan (FPASP Section 9 p. 9-8 – Neighborhood and Local Parks) indicates that the allocation of parkland for Parcel 61 as well as Parcel 77, 78, and 85A is based on the park demand generated by the total number of residential dwelling units to be developed on the site. The current allocation in the approved Minor Administrative Modification for Parcel 61 assumes that all the MLD, MMD, and MHD residential units will be developed, therefore, 8.9-acres of parkland would be required. However, the submitted Vesting Tentative Parcel Map assumes that the allocated 198 MLD residential units and 82 MMD residential units will not be developed, and that only the required 377 MHD residential units and the 50 MMD units will be developed on Parcel 61. In addition, the amount of parkland on Parcel 61 also includes the transferred parkland associated with the 238-unit Folsom Ranch Apartments. As a result, the actual parkland (PARK) requirement for Parcel 61 is 6.45-acres (Lot 4) as shown on the Vesting Tentative Parcel Map, and not 8.9-acres as stated in the most recent Minor Administrative Modification for the parcel. Shown below is the calculation for the existing and proposed

parkland requirement for Parcel 61.

Existing Conditions Parkland Calculation:

Total Parcel 61 allocated units = 657 dwelling units (MLD, MMD, MHD)

Total Parcel 85A approved dwelling units = 238 dwelling units (MMD)

657 dwelling units + 238 dwelling units = 895 total dwelling units

895 dwelling units x .0097 = 8.9-acres parkland required

Proposed Vesting Tentative Parcel Map Parkland Calculation:

Proposed Parcel 61 dwelling units = 427 dwelling units (MMD, MHD)

Total Parcel 85A approved dwelling units = 238 dwelling units (MMD)

427 dwelling units + 238 dwelling units = 665 total proposed dwelling units

665 dwelling units x .0097 = 6.45-acres parkland required

As noted previously in this report, staff has included Condition No. 23 to ensure that any change in the number of residential units developed is appropriately reflected in the amount of parkland required.

# **Attachment 3**

## **Conditions of Approval**

<b>CONDITIONS OF APPROVAL FOR PARCELS 61 VESTING TENTATIVE PARCEL MAP PROJECT (SUBPM 23-00094)  SLIGHTLY WEST OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY  VESTING TENTATIVE PARCEL MAP</b>				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<p><b><i>Final Development Plans</i></b>  The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <p>1. Vesting Tentative Parcel Map, dated July 20, 2023.</p> <p>The Vesting Tentative Parcel Map is approved for the remainder area of Parcel 61. Implementation of the Project shall be consistent with the above referenced items and these conditions of approval. Any subsequent development (improvements and buildings) is required to obtain approval of a Planned Development Permit, Design Review Approval, or any other required entitlements</p>	M	CD (P)(E)

2.		<p><b>Validity</b>  The project approval granted under this staff report (Vesting Tentative Parcel Map) shall remain in effect for a period of twenty-four (24) months (November 15, 2025) pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. If a Tentative Parcel Map is not recorded within the identified time frame and/or the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. The owner/applicant may file an application with the Community Development Department for an extension not less than 60 days prior to the expiration date of the approval, along with appropriate fees and necessary submittal materials pursuant to <u>Section 17.52.350 of the Folsom Municipal Code</u>. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, entitlement, building permit, or other construction permit required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the development contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the one year period for submitting a complete building permit application referenced in FMC section 17.52.350(A) shall be tolled during the time that any litigation is pending, including any appeals.</p>	M	CD (P)
3.		<p><b>FMC Compliance</b>  The Final Parcel Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
4.		<p><b>Development Rights</b>  The approval of this Vesting Tentative Parcel Map does not convey the right to develop. Subsequent entitlements (Planned Development Permit, Design Review, etc.) are required prior to any development activity occurring on the four newly created parcels.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.		<p><b>Public Right of Way Dedication</b>  As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Parcel 61 Project as shown on the Vesting Tentative Parcel Map (Lots 1-4).</p>	M	CD (E)(P)
6.		<p><b>Street Names</b>  The Applicant shall select street names from the City’s approved list or subsequently approved by the Planning Commission for the final parcel map.</p>	M	CD (E)(P)

7.		<p><b>Indemnity for City</b>  The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
8.		<p><b>Vesting Tentative Parcel Map</b>  The Vesting Tentative Parcel Map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015) and the Parcel 61 &amp; 77 Addendum dated May 28, 2021.</p>	M	CD
9.		<p><b>ARDA and Amendments</b>  The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p>	M	CD (E)

10.		<p><b>Consultant Services</b>  If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the Owner/Applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans, or beginning inspection, whichever is applicable.</p>	M, OG	CD (E)
11.		<p><b>Outside Legal Counsel</b>  The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	M, OG	CD (E)
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
12.		<p><b>Taxes and Fees</b>  The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
13.		<p><b>Assessments</b>  If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)



14.		<p><b><i>FPASP Development Impact Fees</i></b></p> <p>The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (June 16, 2021), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	M	CD (P), PW, PK
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**MAP REQUIREMENTS**

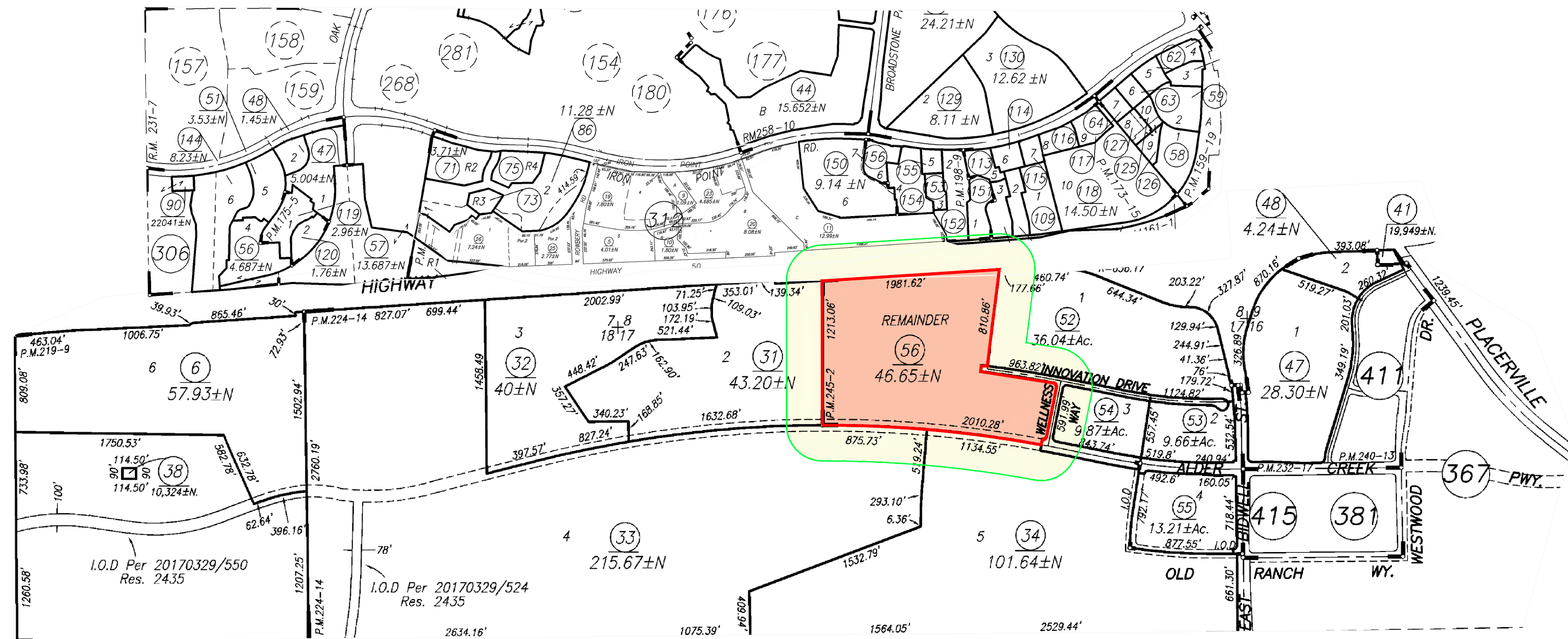
15	<p><b><i>Deed Restriction</i></b>  The owner/applicant shall create and record a deed restriction on Lot 2 (2.20-acre parcel) to restrict use of such property to affordable housing purposes only. Said deed restriction shall be in a form reasonably approved by the City and shall be recorded against Lot 2 upon creation of the same. Said deed restriction shall require 64 multi-family housing units affordable to low-, very-low, and/or extremely-low income households (as those terms are defined in Sections 50079.5, 50093, 50150, and 50106 of the Health and Safety Code) be developed on the subject property. The 64 multi-family affordable housing units shall be deed restricted for a period of at least 55 years from the date of recording. Unless City amends its Inclusionary Housing Ordinance as described in Section 1.7 of Amendment No. 2 to the First Amended and Restated Development Agreement prior to Landowner (or a successor in interest) submitting a complete application for its first building permit for a residential rental project on Parcel 61, Landowner’s compliance with this Condition of Approval shall fully satisfy Landowner’s obligations with respect to inclusionary and/or affordable housing under the General Plan Housing Element, Specific Plan, Folsom Municipal Code, and Entitlements for any residential rental project on Parcel 61. In the event (i) City amends its Inclusionary Housing Ordinance as described in Section 1.7 of Amendment No. 2 to the First Amended and Restated Development Agreement prior to Landowner (or a successor in interest) submitting a complete application for its first building permit for a residential rental project on Parcel 61 or (ii) Landowner (or a successor in interest) proposes a for-sale residential project on Parcel 61, then Landowner’s compliance with this Condition of Approval shall instead offset Landowner’s obligations with respect to inclusionary and/or affordable housing under the General Plan Housing Element, Specific Plan, Folsom Municipal Code, and Entitlements on Parcel 61 and the landowner will receive credits for a total of 64 deed-restricted multi-family housing units and these Affordable Housing Credits may be transferred to and used to satisfy and/or offset the inclusionary and/or affordable housing obligation for other residential projects on Parcels 61, 77, 85A-3, or 85A-4 in the Folsom Plan Area.</p>	M	CD (E)(P)
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16		<p><b>Public Utility Easements</b>  The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
17		<p><b>Bike Trail Easement</b>  The Owner/Applicant shall dedicate an easement for the future Class 1 Bike Trail within the required 25-foot-wide Landscape Buffer along the Project's entire frontage of US Hwy 50. The easement shall be shown on the parcel map.</p>	M	CD (E)
18		<p><b>Backbone Infrastructure</b>  As provided for in the ARDA and the Amendment No. 1 thereto, the Owner/Applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)
19		<p><b>New Permanent Benchmarks</b>  The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)
20		<p><b>Credit Reimbursement Agreement</b>  Prior to the recording of the Parcel Map, the Owner/Applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)

21		<p><b>Digital Copy of Map</b>  The Owner/Applicant shall provide a digital copy of the recorded Parcel Map (in AutoCAD format) to the Community Development Department.</p>	M, OG	CD (E)
22		<p><b>School District Copy of Map</b>  The Owner/Applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Parcel Map.</p>	M	CD (E)
23		<p><b>Parkland Dedication</b>  The owner/applicant shall dedicate 6.45-acres (7.85 acres gross) of parkland on Lot 4 within the remainder portion of Parcel 61 as shown on the Vesting Tentative Parcel Map to meet their parkland dedication requirement as established by the Folsom Plan Area Specific Plan (FPASP). A maximum of 427 residential dwelling units shall be permitted on the remainder portion of Parcel 61 (any property subject to this VTPM) in order to satisfy the FPASP parkland dedication requirement. Should residential dwelling units be added to the remainder portion of Parcel 61, the parkland dedication requirement shall be adjusted accordingly by the owner/applicant, to the satisfaction of the Community Development Department and the Parks and Recreation Department, consistent with the requirements of the Folsom Plan Area Specific Plan.</p>	M	CD (E), P
24		<p><b>Multi-Family Residential Housing Units (MHD)</b>  The owner/applicant shall develop 377 MHD (Multi-family High Density) residential units on Lot 2 (2.20-acre parcel) and Lot 3 (14.74-acre parcel) of the remainder portion of Parcel 61 consistent with the requirements of the Folsom Plan Area Specific Plan (FPASP). Of the 377 multifamily residential units, at least 64 units shall be deed-restricted units affordable to extremely low-, very low-, and low-income households.</p>	OG	CD (P)

## **Attachment 4**

### **Vicinity Map**

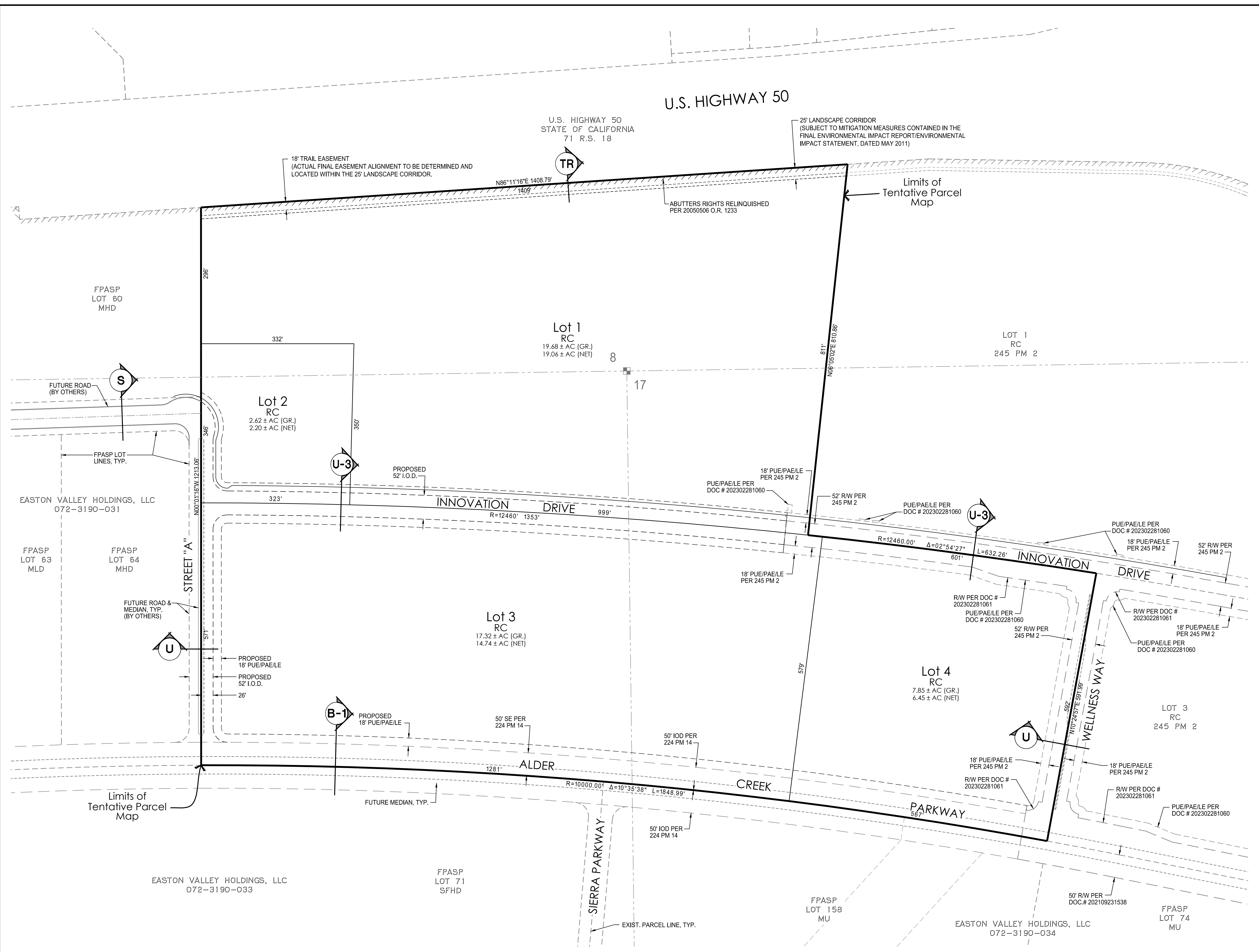


**RADIUS-AREA MAP**

- Subject Area
- 300FT Radius
- Within Radius

## **Attachment 5**

### **Vesting Tentative Parcel Map Dated July 20, 2023**



### TENTATIVE MAP INFORMATION

OWNER/DEVELOPER: EAGLE COMMERCIAL PARTNERS, LLC  
555 California Street #3450  
San Francisco, CA 94104  
(916) 484-7900

ENGINEER: MackAY & SOMPS CIVIL ENGINEERS, INC.  
1025 Creekside Ridge Drive, Suite 150  
Roseville, CA 95678-3575  
(916) 773-1189

ASSESSORS PARCEL NO: 072-3190-056

SITE ACREAGE: 47.47 ± Ac Gross

EXISTING LAND USE ZONE: A portion of the Folsom Plan Area Specific Plan

NUMBER OF LOTS: 4 lots

SERVICE PROVIDERS  
SCHOOL DISTRICTS: Folsom Cordova Unified School District  
City of Folsom  
PARKS & RECREATION: City of Folsom  
POLICE PROTECTION: City of Folsom  
FIRE PROTECTION: City of Folsom  
SANITARY SEWER: City of Folsom  
DOMESTIC WATER: City of Folsom  
STORM DRAIN: City of Folsom  
ELECTRICITY: SMUD  
TELEPHONE: AT&T  
GAS: P.G.&E.  
CABLE: COMCAST

- ### TENTATIVE MAP NOTES
- PROPERTY DESCRIPTION: "REMAINDER" PARCEL OF THAT CERTAIN PARCEL MAP FILED FOR RECORD ON OCTOBER 12, 2021 IN BOOK 245 OF PARCEL MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS.
- Lot dimensions and acreages are approximate and subject to change.
  - Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional private development lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
  - The Final Mapping and subsequent development of lots may be phased.
  - Lot numbering is for identification purposes only and does not indicate order of development.
  - Additional easements to accommodate public utility improvements, access required for lot development, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on this Tentative Parcel Map.
  - Roadway medians and configurations shown are conceptual and subject to traffic analysis and study at the time of actual site development.
  - Net acres are measured to right-of-way.
  - Lot 2 is intended for 64 deed-restricted affordable dwelling units.
  - Lot 4 is intended for a public park site sized to meet the park dedication requirements for 665 total dwelling units. This includes 238 approved dwelling units on Parcels 85A-3 and 85A-4 and 427 dwelling units planned for Parcel 61 (to be entitled in the future by separate Tentative Map and/or PD Permit/Site Design Review).
  - There are no development rights sought with this Tentative Parcel Map.

### PARCEL SUMMARY

PARCEL NO.	GENERAL PLAN DESIGNATION	SPECIFIC PLAN DESIGNATION	LAND USE	GROSS ACRES	NET ACRES
1	RC	SP-RC-PD	Regional Commercial	19.68	19.08
2	RC	SP-RC-PD	Regional Commercial	2.62	2.20
3	RC	SP-RC-PD	Regional Commercial	17.32	14.74
4	RC	SP-RC-PD	Regional Commercial	7.85	6.45
IOD	RC	SP-RC-PD	Regional Commercial	-	4.11
R/W	RC	SP-RC-PD	Regional Commercial	-	0.89
<b>TOTAL</b>				<b>47.47</b>	<b>47.47</b>

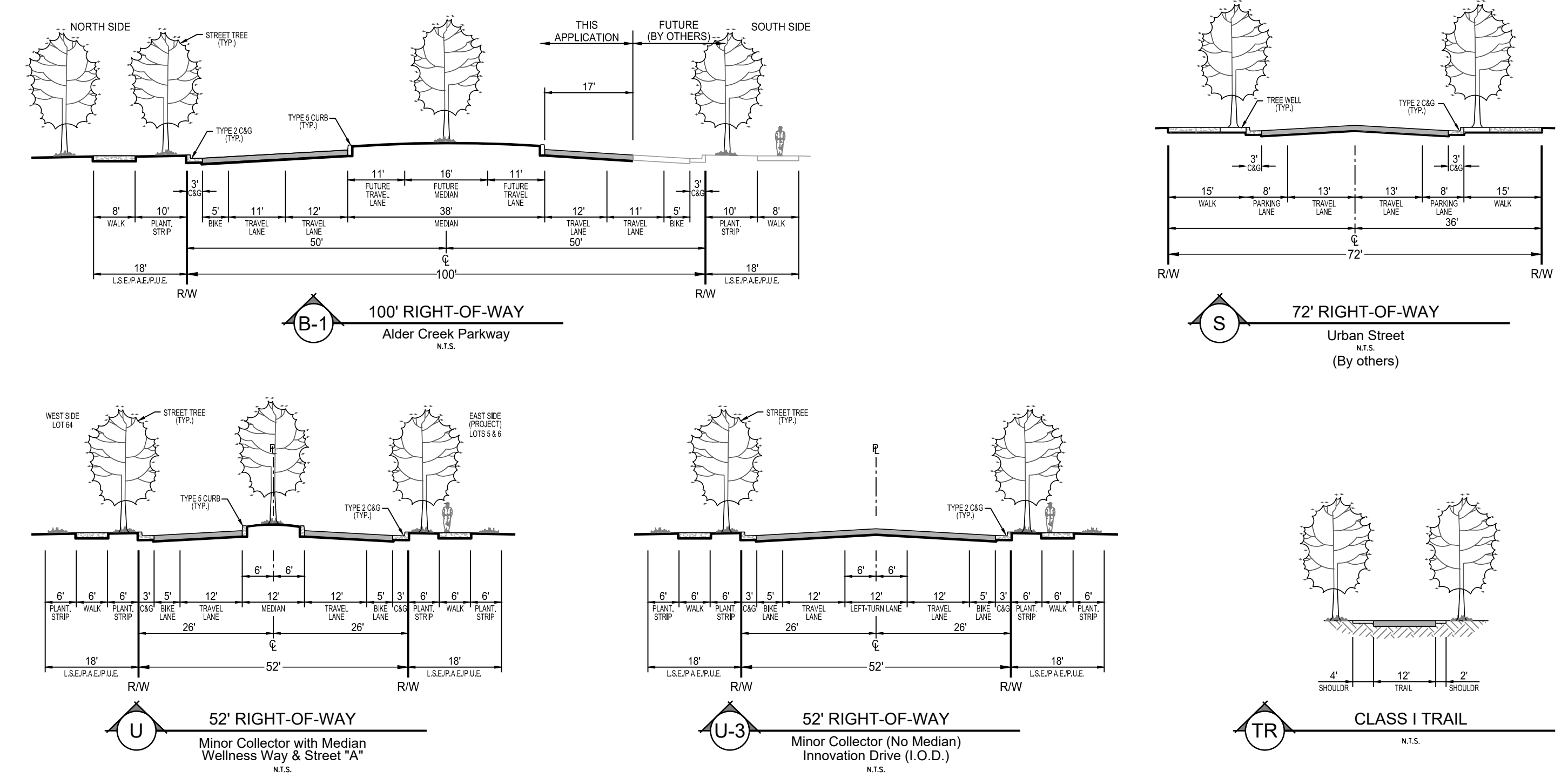
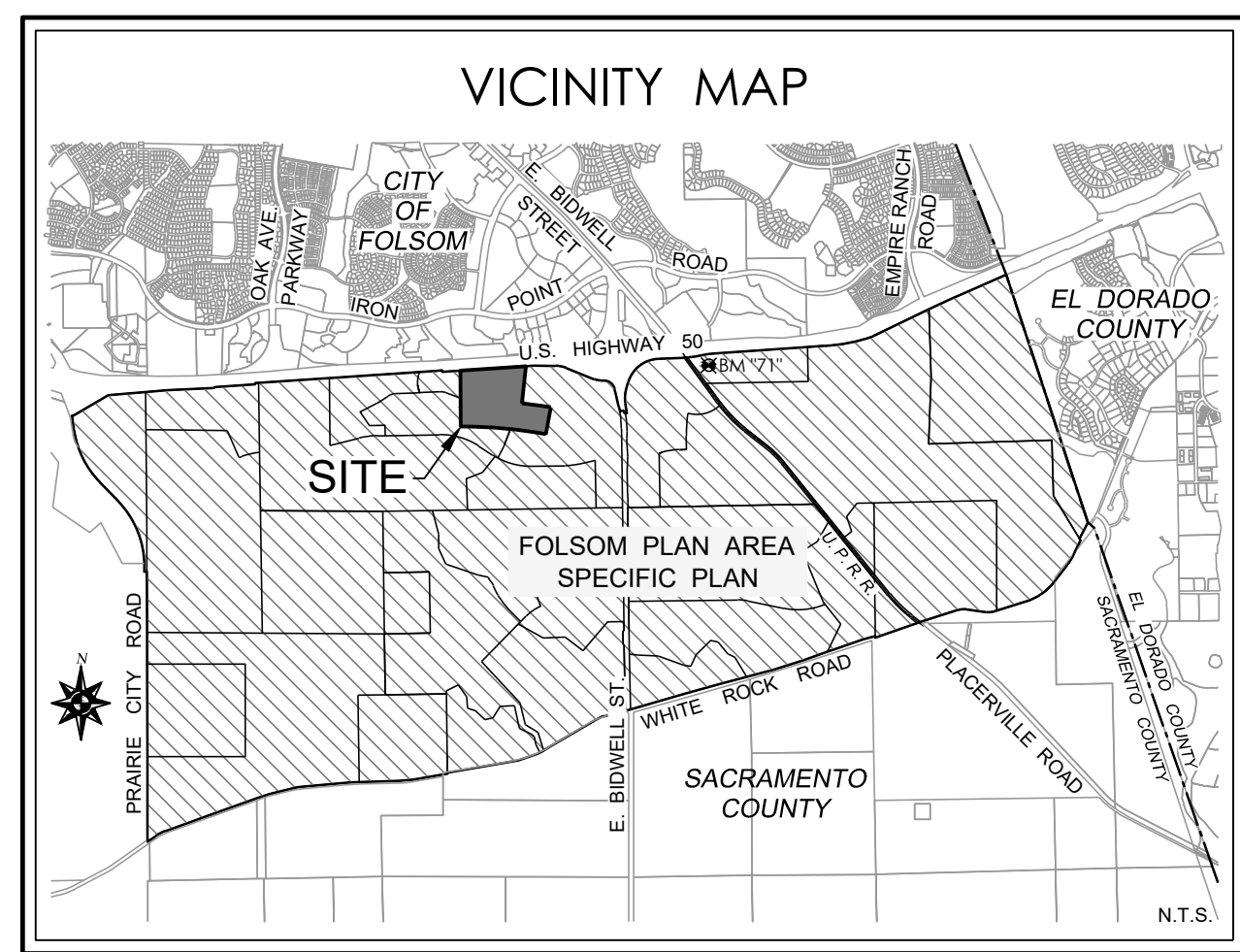
### NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK: 71  
ELEVATION: 444.64  
NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 71" ON THE SOUTHWEST CORNER OF THE CONCRETE FOOTING FOR A 69KV POWER POLE # UDI26803. LOCATION OF SITE IS APPROXIMATELY 100 FEET SOUTH OF HIGHWAY 50 AND 38' EAST OF THE RAILROAD TRACKS ALONG OLD PLACERVILLE ROAD. APPROXIMATE LATITUDE: N080 38' 34.68" LONGITUDE: W121 04' 33.76". THE ELEVATION OF 444.64 WAS DETERMINED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK U018-009 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

### ABBREVIATION KEY

IOD Irrevocable Offer of Dedication  
LE Landscape Easement  
PAE Pedestrian Access Easement  
PUA Public Utility Easement  
R/W Right-of-Way  
SE Sewer Easement



SCALE: 1"=100'

VESTING TENTATIVE PARCEL MAP

# PARCEL 61 REMAINDER

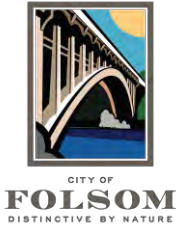
a portion of the Folsom Plan Area Specific Plan

**MackAY & Somps**  
ENGINEERS PLANNERS SURVEYORS

Folsom, CA July 20, 2023

Sheet 1 of 1





## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Folsom Plan Area Specific Plan Amendment for Electronic Readerboard Sign

**File #:** SPPL 23-00051

**Requests:** Specific Plan Amendment

**Location:** Southwest corner of the intersection of U.S. Highway 50 and East Bidwell Street within the Folsom Plan Area (Parcel 61 – APN No. 072-3190-052)

**Staff Contact:** Steve Banks, Principal Planner, 916-461-6207  
sbanks@folsom.ca.us

### **Property Owner**

Name: Eagle Commercial Properties  
Address: 100 Pine Street  
29th Floor  
San Francisco CA 94111

### **Applicant**

Name: TK Consulting, Inc.  
Address: 2082 Michelson Drive  
4th Floor  
Irvine CA 92612

**Recommendation:** Conduct a public hearing and upon conclusion recommend to the City Council approval of an amendment to the Folsom Plan Area Specific Plan to allow an Electronic Readerboard Sign (project SPPL 23-00051), based on the findings (Findings A-L) and subject to the conditions of approval (Conditions 1-7) attached to this report.

**Project Summary:** The proposed project includes a request for approval of a Specific Plan Amendment to modify the Folsom Plan Area Specific Plan (FPAPS) Table A.7 (Transportation, Communication, Infrastructure) to add “Electronic Readerboard Sign” as a conditionally permitted use on a specific property (Parcel 61 - APN No. 072-3190-052) located at the southwest corner of the intersection of U.S. Highway 50 and East Bidwell Street within the Folsom Plan Area.

### **Table of Contents:**

Attachment 1 - Description/Analysis  
Attachment 2 - Background  
Attachment 3 - Conditions of Approval

Attachment 4 - Vicinity Map

Attachment 5 - Proposed Modification to Folsom Plan Area Specific Plan Development Standards Table A.7 (Transportation, Communication, Infrastructure)

Attachment 6 - Preliminary Site Plan, dated June 15, 2021

Attachment 7 - Preliminary Sign Details, dated June 15, 2021

Attachment 8 - Photographs of Existing Electronic Readerboard Signs

Attachment 9 - Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for Electronic Readerboard project dated October 26, 2023 (documents can be found on the City's website at <https://www.folsom.ca.us/home/showpublisheddocument/15494/638344463582730000>)

Submitted,

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

---

PAM JOHNS  
Community Development Director

**ATTACHMENT 1  
DESCRIPTION/ANALYSIS**

**APPLICANT’S PROPOSAL**

The applicant, TK Consulting, Inc., is requesting approval of a Specific Plan Amendment to modify FPASP Table A.7 (Transportation, Communication, Infrastructure) in order to add “Electronic Readerboard Sign” as a conditionally permitted use in the Regional Commercial Planned Development District (SP-RC-PD). Specifically, the applicant is proposing that the Specific Plan Amendment only apply to Parcel 61 (APN No. 072-3190-052) which is located at the southwest corner of the intersection of U.S. Highway 50 and East Bidwell Street within the Folsom Plan Area. In addition, the Specific Plan Amendment would allow for only one double-sided electronic readerboard sign to be placed on Parcel 61. No additional electronic readerboard signs would be permitted on Parcel 61 or elsewhere in the Folsom Plan Area. Shown in the table on the following page is the proposed modification to FPASP Table A.7 (Transportation, Communication, Infrastructure):

TABLE 1: FPASP TABLE A.7 (TRANSPORTATION, COMMUNICATION, INFRASTRUCTURE) MODIFICATIONS

Table A.7 (Continued)							
SP-MU, SP-IND/OP, SP-CC, SP-GC & SP-RC Land Use Permitted Uses							
Use Description	Legend						Additional References
	P	A	(TCD)		Town Center District		
	UP	NP	Not Permitted				
Required Permits							
SP-MU	SP-MU (TCD)	SP-IND/OP	SP-CC	SP-GC	SP-RC		
<b>Services - Business, Financial, Professional</b>							
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	
<b>Services - General</b>							
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	
<b>Transportation, Communication, Infrastructure</b>							
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
Electronic Readerboard Signage	NP	NP	NP	NP	NP	UP	8

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.
8. Applies to SP-RC-PD Parcel 61 only. Maximum one sign; Conditional Use Permit required.

The applicant has indicated to City staff as part of their application submittal that a freeway-oriented electronic readerboard sign is a key component to attracting new commercial businesses to locate in the City of Folsom and more specifically within the Folsom Plan Area. The applicant has also stated that an electronic readerboard sign is critical to the financial stability of future commercial development located adjacent to U.S. Highway 50 in the Folsom Plan Area. Lastly, the applicant commented that the electronic readerboard sign will feature state of the art technology and design elements that will be a showcase for the City and commercial businesses in the Folsom Plan Area.

Although not part of the subject application, the applicant has submitted preliminary details regarding the location and design of the future electronic readerboard sign that will be subject to approval of a Conditional Use Permit by the Planning Commission. Those details are shown in Figure 1 below and Figure 2 on the following page.

FIGURE 1: PRELIMINARY SITE PLAN

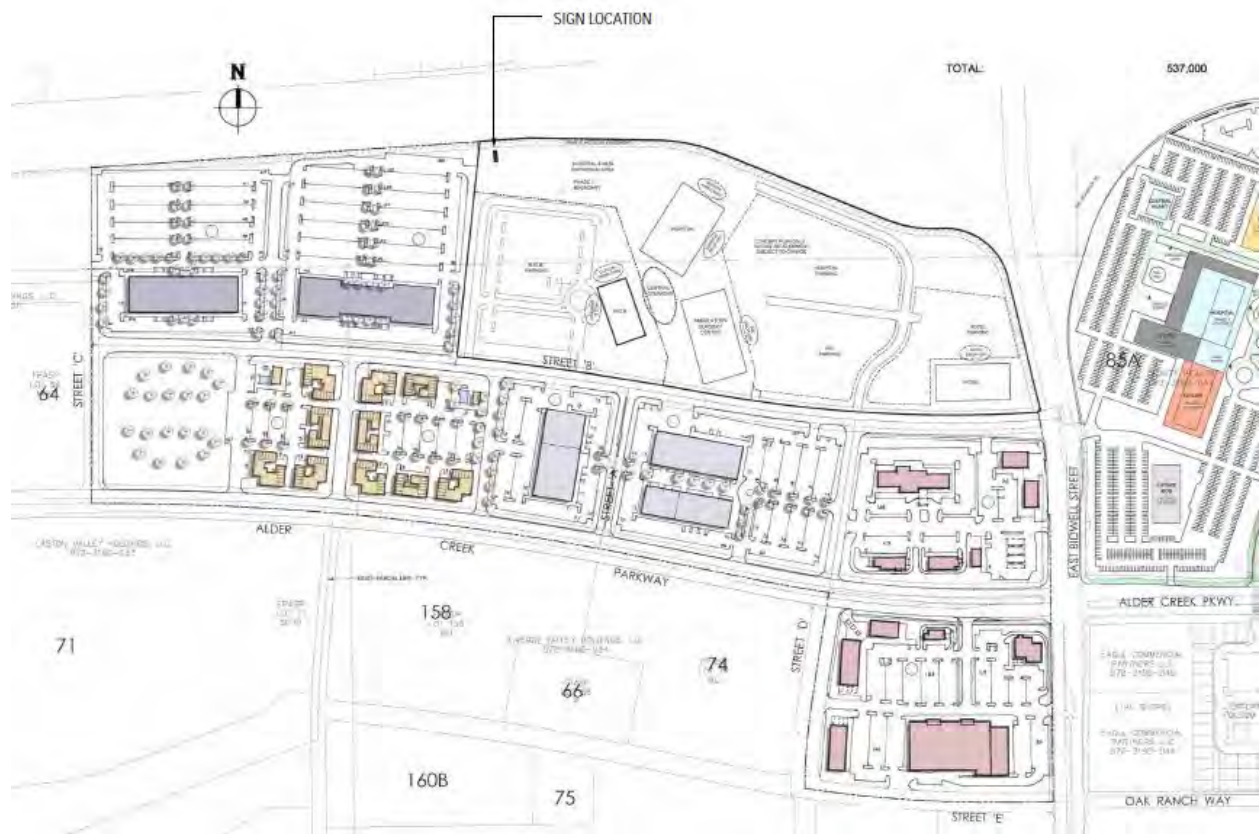


FIGURE 2: PRELIMINARY ELECTRONIC READERBOARD DESIGN DETAILS



## Analysis

The following sections provide an analysis of the applicant's proposal. Staff's analysis includes:

- A. Specific Plan Amendment
- B. Conformance with Relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

### A. Specific Plan Amendment

The Folsom Plan Area Specific Plan is currently silent on whether or not electronic readerboard signs are a permitted, non-permitted, or conditionally permitted land use. As a result, the applicant is requesting approval of a Specific Plan Amendment to modify FPASP Table A.7 (Transportation, Communication, Infrastructure) for the purpose of adding "Electronic Readerboard Sign" as a conditionally permitted use in the Regional Commercial Planned Development District (SP-RC-PD). Specifically, the applicant is proposing that the Specific Plan Amendment only apply to Parcel 61 which is located at the southwest corner of the intersection of U.S. Highway 50 and East Bidwell Street within the Folsom Plan Area. As mentioned in the project description, the Specific Plan Amendment would allow for only one double-sided electronic readerboard to be placed on Parcel 61, with no additional electronic readerboard signs being permitted on Parcel 61 or elsewhere in the Folsom Plan Area.

In reviewing the applicant's request for approval of a Specific Plan Amendment to allow for placement of an electronic readerboard sign on Parcel 61 within the Folsom Plan Area upon approval of a Conditional Use Permit by the Planning Commission, staff considered a number of factors including existing regulations contained within the Folsom Municipal Code (FMC Section 17.59.040) regarding freestanding electronic readerboard signs adjacent to U.S. Highway 50, the number and location of existing freestanding electronic readerboard signs within the City adjacent to U.S. Highway 50, the necessity for another freestanding electronic readerboard sign adjacent to U.S. Highway 50 in the Folsom Plan Area, and prior electronic readerboard sign agreements associated with third-party off-site advertising.

FMC Section 17.59.040(E)(2.5) requires that animated freestanding freeway signs on property abutting U.S. Highway 50 be required to obtain approval of a Conditional Use Permit from the Planning Commission. In addition, the section also requires the removal of more than one billboard along Highway 50 within city limits to ensure that any approval of animated freeway signs such as an electronic readerboard results in a net decrease of highway signs in Folsom. However, as mentioned previously within this report, the Folsom Plan Area Specific Plan does not currently have a mechanism to allow for placement of any animated freestanding sign, electronic readerboard sign, or similar electronic sign adjacent to U.S. Highway 50 within the Folsom Plan Area. As described

in section 13.3 of the Specific Plan, where the FPASP conflicts with the FMC, the Specific Plan takes precedence. Where the FPASP is silent, the FMC prevails. With this application, the applicant is requesting to amend the Specific Plan to allow an animated sign without the FMC requirement to remove existing billboard signs along Highway 50. If the Specific Plan Amendment is not approved, the applicant could still move forward with a proposal for an electronic readerboard at the subject location, but they would be required to either remove existing billboards as described in the FMC or seek approval of a variance of that requirement.

There are currently two electronic readerboard signs located adjacent to U.S. Highway 50 within the City. The first electronic readerboard sign, which is located on the south side of U.S. Highway 50 near Folsom Boulevard, is a 65-foot-tall freestanding double-sided electronic sign intended to provide identification for businesses located at the Folsom Auto Mall. The second electronic readerboard sign, which is located on the north side of U.S Highway 50 near East Bidwell Street, is an 80-foot-tall freestanding double-sided electronic sign intended to provide identification for businesses located at the Palladio at Broadstone Shopping Center. Apart from the two electronic readerboard signs there are two static billboard freeway signs on Highway 50 in Folsom near the Folsom Blvd. highway exit, which are owned by OUTFRONT Media, Inc. There is one other freestanding freeway sign, which was done for the Broadstone Plaza commercial center where Home Depot and Old Navy are located. That sign which is owned by Elliott Homes is located on the north side of Highway 50 west of the E. Bidwell Street on/off-ramp.

In reviewing the Conditional Use Permit for each of the aforementioned freeway-oriented electronic signs, the Planning Commission previously determined that the Folsom Auto Mall and the Palladio at Broadstone Shopping Center are regional entities that warrant the type of enhanced project identification provided by a freeway-oriented electronic readerboard. In addition, the Commission determined that the location, height, size, and design of the aforementioned electronic readerboard signs for the Folsom Auto Mall and the Palladio at Broadstone Shopping Center were appropriate given that they are regional destinations.

As discussed in the Background Section of this staff report, the Folsom Plan Area Specific Plan features a coordinated development plan for over 3,500-acres of residential, commercial, employment and public uses including 2,788,844 square feet of commercial land uses. Parcel 61, which is the subject location of the proposed Specific Plan Amendment, has been allocated 253,245 square feet of Regional Commercial designated land (RC), 216,014 square feet of Industrial/Office Park designated land (IND/OP), and 55,115 square feet of General Commercial designated land (GC) in the Specific Plan. It is anticipated that Parcel 61 will eventually be developed with a mixture of commercial land uses that have importance from a regional perspective as well as multi-family housing and a park. As an example, UC Davis is currently in the process of developing a 400,000-square-foot regional medical facility in the southeast portion of Parcel 61.



While FMC Section 17.59.040(E)(2.5) requires the removal of more than one freeway billboard before issuance of a CUP for an animated freeway sign (i.e., electronic readerboard), the applicant does not own any of the three remaining freeway signs in Folsom and neither owner is willing to sell or remove those signs.

Staff recognizes that amending the specific plan to conditionally allow a freestanding electronic readerboard along Highway 50 in the Folsom Plan Area would increase the amount of freeway signage in Folsom. However, staff believes such a sign is warranted given the large amount of commercial square footage planned not only on Parcel 61, but also on the other commercially zoned and mixed-use areas in the Folsom Plan Area near Highway 50. Based on this information, staff has concluded that an electronic readerboard sign would benefit the commercial uses planned and approved for Parcel 61, particularly regional uses such as the UC Davis medical facility. It is especially important for regional commercial businesses located in the Folsom Plan Area adjacent to the highway to have proper identification near Highway 50. The sign contemplated by the applicant would be oriented toward Highway 50 and, if approved by the Commission, would be approximately 900 feet from the parcels planned for multi-family residential and park uses. In addition, all electronic readerboards located near State highways are subject to review and approval by the California Department of Transportation (Caltrans), which regulates the location, spacing, and size of such signs. Approval from the City is a prerequisite to obtaining approval from Caltrans.

As mentioned earlier in this staff report, there are currently two electronic readerboard signs located adjacent to U.S. Highway 50 within the City, the Folsom Auto Mall electronic readerboard sign and the Palladio at Broadstone electronic readerboard sign. With approval of each of the aforementioned electronic readerboard signs, the owner/applicant was required to enter into an agreement with the City with respect to managing third-party, off-site advertising on the electronic readerboard signs. Core elements of the third-party, off-site advertising agreements included advertising scheduling and revenue sharing. With respect to advertising scheduling, the agreements generally stated that 40%-50% of advertising space would be available to onsite businesses, 10% of the advertising space would be available to the City of Folsom for non-commercial City-related messages, with the remaining advertising space being available to third-party advertisers. In relation to revenue sharing, the agreements generally stated that the City of Folsom would receive 10% of all net payments received by the sign operator. Staff has determined that a similar advertising agreement would be appropriate for the third proposed electronic readerboard sign within the City (which is the subject of this proposed specific plan amendment) and has added a condition of approval to this project that the owner/applicant enter into an agreement with the City regarding the inclusion of third-party, off-site advertising on the Parcel 61 Electronic Readerboard Sign prior to City Council approval of the Folsom Plan Area Specific Plan Amendment for Electronic Readerboard Sign project. Condition No. 7 is included to reflect this requirement.

Based on the aforementioned analysis, staff is supportive of the proposed Specific Plan Amendment to allow for a single electronic readerboard sign on Parcel 61 within the

Folsom Plan Area with approval of a Conditional Use Permit by the Planning Commission.

## **B. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Goals and Policies**

The City of Folsom 2035 General Plan outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. In addition, the Folsom Plan Area Specific Plan includes goals and policies intended to ensure successful development within the Folsom Plan Area. Staff has determined that the proposed project is consistent with both the General Plan and Specific Plan goals and policies. The following is a summary analysis of the project's consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

### **APPLICABLE GENERAL PLAN GOALS AND POLICIES**

The overall objective of the Economic Prosperity Element (Element 4- EP) of the General Plan is to improve economic prosperity by ensuring the local economy grows and strengthens our industries, creates family-supporting jobs, and stimulates economic investment in the community. The Economic Prosperity Element also states that a strong economy will help preserve Folsom's high quality of life, attract shoppers from the region, and ensure that Folsom residents can find quality jobs right here in Folsom.

#### **GP GOAL EP 5.1 (Retail Development)**

Maintain and expand retail and services to meet local and regional demands and generate tax revenues for City operations.

#### **GP POLICY EP 5.1.1 (Diverse Retail)**

Encourage a diverse mix of community and regional retail options to serve Folsom and surrounding communities.

#### **GP POLICY EP 5.1.2 (Regional Retail)**

Encourage the development of exemplary retail projects that continue to demonstrate that Folsom is a prominent shopping, dining, and entertainment destination in the region.

#### **GP POLICY EP 5.1.5 (Retail Experience)**

Encourage Folsom retailers to engage shoppers in new ways to compete against the perceived convenience of online shopping.

#### **GP POLICY EP 5.1.7 (Entertainment Venues and Restaurants)**

Encourage developers of new entertainment venues and restaurants that meet the needs of local residents and the region to locate within the City.

**Analysis:** The proposed project is consistent with these policies in that, as conditioned, the project will provide improved visibility and project identification for future commercial

businesses located adjacent to U.S. Highway 50 on Parcel 61 and at other commercial locations within the Folsom Plan Area.

In addition, the Land Use Element of the General Plan also identifies goals and policies related to commercial center and employment uses such as those planned and approved for Parcel 61. These include the following:

**GP GOAL LU 7.1**

Provide for a commercial base of the city to encourage a strong tax base, more jobs within the city, a greater variety of good and services, and businesses, and businesses compatible with Folsom's quality of life.

**GP POLICY LU 7.1.3 (Commercial Expansion)**

Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors.

**GP POLICY LU 7.1.6 (Regional Commercial Centers)**

Require regional commercial centers to be located close and accessible to U.S. Highway 50, preferably near an interchange.

**GP GOAL LU 8.1**

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

**GP Policy 8.1.1 (Industrial Expansion)**

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

**GP Policy 8.1.3 (Clusters)**

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

**Analysis:**

The proposed project is consistent with these policies in that, as conditioned, the project will provide improved visibility and project identification for existing as well as potential new large-scale and small-scale employers looking to locate their business adjacent to U.S. Highway 50 in the Folsom Plan Area.

**Conformance with Relevant Specific Plan Goals, Objectives, and Policies**

The Folsom Plan Area Specific Plan identifies a number of goals, objectives, and policies designed to guide the physical, economic, and environmental growth of the Specific Plan

Area. Staff has determined that the proposed project is consistent with the following Specific Plan policy as outlined and discussed below:

SP POLICY 4.13 (Commercial/Office Policies)

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

Analysis: The proposed project is consistent with this policy in that, as conditioned, the project will provide for improved visibility and project identification for future commercial businesses located adjacent to U.S. Highway 50 on Parcel 61 and at other commercial locations in the Folsom Plan Area.

## **ENVIRONMENTAL REVIEW**

The City, as the lead agency under the California Environmental Quality Act (CEQA), has determined that, in accordance with Section 15164 of the State CEQA Guidelines, the proposed changes to a commercial land use table in the Folsom Plan Area Specific Plan constitute minor changes to the development scenario described in the Final EIR/EIS for the Folsom Plan Area Specific Plan, warranting the preparation of an Addendum. An Addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA, Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162 and 15163.

An Environmental Checklist and Addendum was prepared in accordance with CEQA Guidelines Section 15164 to evaluate whether the proposed project's effects were adequately examined in the FPASP EIR/EIS. The Environmental Checklist and Addendum concluded that no changes associated with the proposed project and no changed circumstances trigger subsequent or supplemental environmental review. The Environmental Checklist and Addendum are included at Attachment 9 to this staff report.

## **RECOMMENDATION/PLANNING COMMISSION ACTION**

Staff recommends that the Commission:

Move to recommend that the City Council:

- Adopt an Addendum to the Final Environmental Impact Report for the Folsom Plan Area Specific Plan prepared for the Folsom Plan Area Specific Plan Amendment for Electronic Readerboard Sign project (SPPL 23-00051) per Attachment 9; and
- Approve a Specific Plan Amendment to modify FPASP Table A.7 (Transportation, Communication, Infrastructure) to add "Electronic Readerboard Sign" as a

conditionally permitted use on a specific property (Parcel 61 - APN No. 072-3190-052) with a Regional Commercial Planned Development District (SP-RC-PD) specific plan land use designation located at the southwest corner of the intersection of U.S. Highway 50 and East Bidwell Street within the Folsom Plan Area per Attachment 5; and

These recommended approvals are based on the findings below (Findings A-L) and subject to the conditions of approval (Conditions 1-7) attached to this report.

### **GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE PROPOSED SPECIFIC PLAN AMENDMENT IS GENERALLY CONSISTENT WITH THE GOALS, OBJECTIVES, AND POLICIES OF THE FOLSOM PLAN AREA SPECIFIC PLAN .

### **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED BY THE CITY IN 2015 FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT IN ACCORDANCE WITH CEQA.
- E. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.
- F. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT FOR ELECTRONIC READERBOARD SIGN PROJECT AND HAS DETERMINED THAT THE PROPOSED SPECIFIC PLAN AMENDMENT CREATES NO NEW IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT AND THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT

PROJECT.

- G. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT FOR ELECTRONIC READERBOARD SIGN PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN, THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT, AND THE ADDENDUM FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT FOR ELECTRONIC READERBOARD SIGN PROJECT.
- H. THE PLANNING COMMISSION HAS CONSIDERED THE ADDENDUM WITH THE FINAL EIR BEFORE MAKING A DECISION ON THE PROJECT.

**FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT FINDINGS**

- I. THE PROPOSED AMENDMENT TO THE FOLSOM PLAN AREA SPECIFIC PLAN IS CONSISTENT WITH THE CITY'S GENERAL PLAN .
- J. THE PROPOSED AMENDMENT TO THE FPASP WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.
- K. THE PROPOSED SPECIFIC PLAN AMENDMENT IS IN THE PUBLIC INTEREST.
- L. THE PROPOSED SPECIFIC PLAN AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE FOLSOM PLAN AREA SPECIFIC PLAN.

## ATTACHMENT 2 BACKGROUND

### Background:

The proposed project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based on “Smart Growth” and Transit Oriented Development principles. The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of U.S. Highway 50, north of White Rock Road, east of Prairie City Road, and west of the Sacramento County/El Dorado County line in the southeastern portion of the City.

Since FPASP adoption in 2011, the City Council has approved eight amendments to the Specific Plan with land use and density refinements. In addition, numerous Minor Administrative Amendments have been approved by the Community Development Department also resulting in land use and density refinements. Overall, the changes to the Specific Plan have *reduced* the amount of commercial development planned for the area and *increased* the amount of residential development:

On August 14, 2003, the Planning Commission approved a Planned Development Permit Modification and Conditional Use Permit for development of a 47-foot-tall freeway-oriented electronic readerboard sign on the south side of U.S. Highway 50 within the Folsom Auto Mall. The aforementioned 47-foot-tall electronic readerboard sign, which included approximately 672 square feet of sign area (electronic readerboard measures 20 feet in height by 30 feet in width), was subsequently constructed and was in operation until 2014 when it was replaced with a taller sign described below. It is important to note that approval of the existing electronic readerboard sign resulted in the removal of two freeway-oriented billboard signs (672-square-foot billboard sign and a 720-square-foot billboard sign) adjacent to U.S. Highway 50 in the vicinity of the Folsom Auto Mall as required under FMC Section 17.59.040(E)(2.5).

On October 1, 2014, the Planning Commission approved a Planned Development Permit Modification and Conditional Use Permit Modification to replace the existing 47-foot-tall freeway-oriented electronic readerboard sign with a new 65-foot-tall freeway-oriented electronic readerboard sign at the Folsom Auto Mall. The approved 65-foot-tall electronic readerboard sign contains approximately 744 square feet of total sign area including a 672-square-foot high-definition electronic readerboard (LED display) and 72 square feet of fixed sign area for a Folsom Auto Mall identification sign.

As noted earlier in this report, the City also approved an electronic readerboard for the Palladio on the north side of Highway 50. This was done with a CUP and Elliott Homes was required to remove various signs around Folsom. In both the case of the Palladio and the Folsom Auto Mall, the owners entered into an operational agreement with the City that dealt with advertising, operations and revenue-sharing.



# **Attachment 3**

## **Conditions of Approval**

<b>CONDITIONS OF APPROVAL FOR            FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT FOR ELECTRONIC READERBOARD SIGN PROJECT (SPPL 23-00051)            SOUTHWEST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY</b>				
<b>Condition No.</b>	<b>Mitigation Measure</b>	<b>Condition of Approval</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		<p>The owner/applicant shall submit final plans (updated Specific Plan) to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <p>1. Specific Plan Amendment Exhibit, dated November 9, 2020</p> <p>The Specific Plan Amendment is approved to modify FPAPS Table A.7 (Transportation, Communication, Infrastructure) to add “Electronic Readerboard Sign” as a conditionally permitted use on a specific property (Parcel 61 - APN No. 072-3190-052) with a Regional Commercial Planned Development District (SP-RC-PD) specific plan land use designation located at the southwest corner of the intersection of U.S. Highway 50 and East Bidwell Street within the Folsom Plan Area. Implementation of the project shall require a separate application and approval that shall be consistent with the above referenced items and these conditions of approval.</p>	OG	CD (P)
2.		The Specific Plan Amendment, which will take effect 30 days following City Council approval (December 12, 2023) does not have an expiration date.	OG	CD (P)

3.		<p>The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
----	--	--	----	-----------------------------------

<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
4.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	OG	CD (P)
5.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.	OG	CD (P)
6.		The owner/applicant shall update the Folsom Plan Area Specific Plan Document to reflect any textural and graphic changes associated with the proposed project including the Specific Plan Amendment modifications to the commercial land use table (Table A.7) to the satisfaction of the Community Development Department. In addition, the owner/applicant shall provide the City with hard copies and an electronic copy of the updated FPASP Document.	OG	CD (P)
7.		The owner/applicant shall enter into an agreement with the City regarding the inclusion of and terms for third-party, off-site advertising on the Parcel 61 Electronic Readerboard Sign prior to City Council consideration of the Folsom Plan Area Specific Plan Amendment for Electronic Readerboard Sign project.	OG	CD (P)

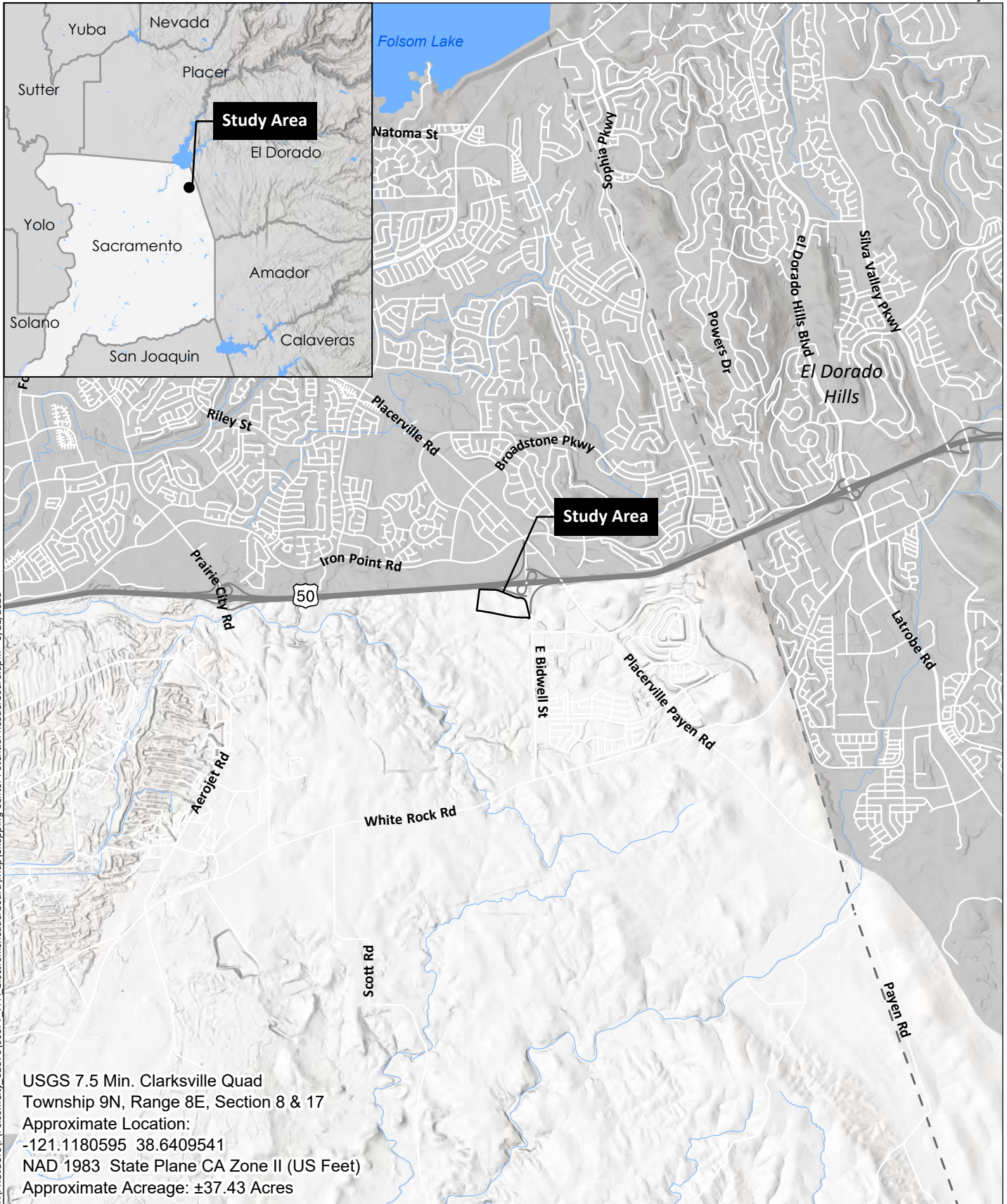
**CONDITIONS**

See attached tables of conditions for which the following legend applies.

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

# **Attachment 4**

## **Vicinity Map**



## **Attachment 5**

### **Proposed Modification to Folsom Plan Area Specific Plan Development Standards Table A.7 (Transportation, Communication, Infrastructure)**



**Table A.7 (Continued)**

SP-MU, SP-IND/OP, SP-CC, SP-GC & SP-RC Land Use							
Permitted Uses							
Use Description	Legend						
	P	Permitted Use	A	Accessory Use	(TCD)	Town Center District	
	UP	Use Permit	NP	Not Permitted			
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
Electronic Readerboard Signage	NP	NP	NP	NP	NP	UP	8

**Notes:**

- 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.
- 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.).
- Major medical services are defined as services requiring in-patient hospitalization or other services that require acute medical attention.
- 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.
- Child care facilities connected to office/professional businesses will be considered as an ancillary use.
- SP-GC (Parcels 77, 78 & 85A) and SP-RC (Parcel 61) only.
- Consistent with the SP-MLD development standards.
- Applies to SP-RC-PD Parcel 61 only. Maximum one sign; Conditional Use Permit required.

## **Attachment 6**

### **Preliminary Site Plan, dated June 15, 2021**



1051 46th Avenue  
Oakland, Ca 94601  
T. 510.533.7693  
F. 510.533.0815  
www.arrowsigncompany.com



Project

**Folsom Ranch**  
Folsom, Ca

Date:

6-15-21

Sales:

Tom Salmon

Design:

Charlie Stroud

File Name/Location:

2021/F/Folsom Ranch 2

Rev.	Date	Description
A	6-25-21	Relocate pylon 2
B	4-29-22	Relocate pylon B
C	8-23-22	Relocate pylon C
D	8-26-22	Relocate pylon C
E	12-12-23	Indicate sign location

Customer Approval

This drawing is a representation of colors and may not accurately depict final color of product. Refer to paint swatch or material samples for color reference.

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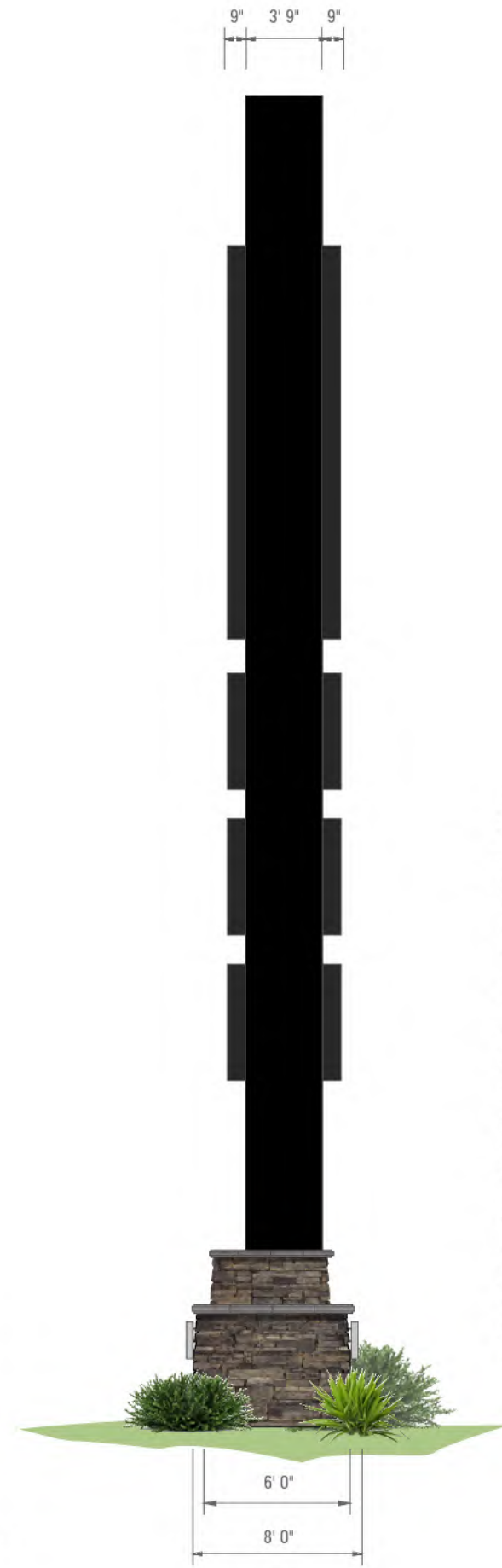
## **Attachment 7**

### **Preliminary Sign Details, dated June 15, 2021**



**B SIGN ELEVATION**

SCALE: 1/8" = 1'-0"



ITEM	DESCRIPTION	VENDOR	SPECIFICATION
Structure	Aluminum	Matthews	Dark Gray, color TBD
Main Background	HPL	Parklex	Cladding, color TBD
Tenant Cabinets	Aluminum	Matthews	Dark Gray, color TBD
Tenant Copy	1/2" push-thru		By others
Logo	2" deep aluminum	Matthews	Dark Gray, color TBD
Logo Illumination	LED	Sloan	Prism, Warm White #3500
"FOLSOM RANCH"	2" deep fabricated aluminum	Matthews	White #282-202,satin
"FOLSOM RANCH" Illum.	Flood fixtures		By others
EMC	LED	Watchfire	16mm full color display
Base	Architectural stone with cap	El Dorado Stone	By others



1051 46th Avenue  
 Oakland, Ca 94601  
 T. 510.533.7693  
 F. 510.533.0815  
 www.arrowsigncompany.com

Project  
**Folsom Ranch**  
 Folsom, Ca

Date:  
 6-15-21

Sales:  
 Tom Salmon

Design:  
 Charlie Stroud

File Name/Location:  
 2021/F/Folsom Ranch2

Rev.	Date	Description
A	6-16-21	Increase EMC, overall height
B	6-25-21	Illuminate logo
C	7-19-21	Add dimensions
D	4-15-22	Add additional specs
E	4-29-22	Increase height to 65'
F	8-23-22	Add color spec, Base by others

Customer Approval

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**20676**



**B NIGHT ELEVATION**

SCALE: 1/8" = 1'-0"



1051 46th Avenue  
 Oakland, Ca 94601  
 T. 510.533.7693  
 F. 510.533.0815  
 www.arrowsigncompany.com

Project  
**Folsom Ranch**  
 Folsom, Ca

Date:  
 6-15-21

Sales:  
 Tom Salmon

Design:  
 Charlie Stroud

File Name/Location:  
 2021/F/Folsom Ranch2

Rev.	Date	Description

Customer Approval

This drawing is a representation of colors and may not accurately depict final color of product. Refer to paint swatch or material samples for color reference.

**ALL RIGHTS RESERVED**  
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**20676**

Sheet 2.1

# **Attachment 8**

## **Photographs of Existing Electronic Readerboard Signs**

# Folsom Auto Mall Electronic Readerboard Sign





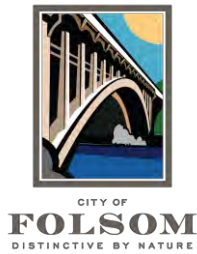
## Palladio at Broadstone Electronic Readerboard Sign



## **Attachment 9**

**Environmental Checklist and Addendum  
for the Folsom Plan Area Specific Plan  
Amendment for Electronic Readerboard project  
dated October 26, 2023 (documents can be  
found on the City's website at**

**<https://www.folsom.ca.us/home/showpublisheddocument/15494/638344463582730000>**



## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Folsom Blvd Bicycle & Pedestrian Overcrossing Feasibility Study  
**Request:** Recommendation: Preferred Overcrossing Alternative Alignment  
**Location:** Folsom Blvd: Between Blue Ravine Road and Glenn Drive  
**Staff Contact:** Brett Bollinger, Senior Trails Planner, 916-461-6632  
bbollinger@folsom.ca.us

### **Property Owner**

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

### **Applicant**

City of Folsom  
50 Natoma Street,  
Folsom CA, 95630

**Recommendation:** Recommend to City Council approval of the North Alternative Alignment as the preferred alignment for the Folsom Boulevard Overcrossing Project.

**Project Summary:** The City of Folsom was awarded an American Rescue Plan Act (ARPA) grant to fund the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study. The purpose of the study is to identify the preferred alternative alignment location and potential conceptual architectural bridge design concepts. The goal of the feasibility study is to identify a safe, convenient, and cost-effective active transportation connection across Folsom Boulevard, linking transit, neighborhoods, businesses, and recreational attractions such as the Folsom Lake State Recreation Area. The project was identified as a “high priority” project in the City’s Active Transportation Plan, adopted in June 2022.

### **Table of Contents:**

Attachment 1 - Description/Analysis  
Attachment 2 - Background  
Attachment 3 - North Alternative Alignment  
Attachment 4 - South Alternative Alignment

Planning Commission  
Folsom Blvd Bicycle & Pedestrian Overcrossing Feasibility Study  
November 15, 2023

Submitted,

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

PAM JOHNS  
Community Development Director

## **ATTACHMENT 1 DESCRIPTION/ANALYSIS**

In June 2022, the City Council adopted the Active Transportation Plan (ATP). The Active Transportation Plan is the guiding document that will provide the planning, development and maintenance of existing and future bicycle and pedestrian facilities within the city. The ATP identified Folsom Boulevard Overcrossing as a “high priority” project.

An overcrossing would provide a safe, direct access for residents and businesses east of Folsom Boulevard to the American River Parkway Trail (ARPT), including the communities and neighborhoods that border the ARPT. The overcrossing will be a gateway to connect residents and visitors to a larger network of trails in the region. The overcrossing provides a connection between the regional, 15-mile Humbug Willow Creek (HBWC) Trail east of Folsom Boulevard and the 32-mile American River Parkway Trail (ARPT), providing users access to over 80 miles of trails in the region and connecting users to downtown Sacramento.

Between March and October 2023, the Parks and Recreation Department along with its consultant team conducted extensive outreach on a range of possible overcrossing routes and designs across Folsom Boulevard between the Glenn Station area Parkshore Drive. Based on public input, the range of routes and designs was narrowed down from four alternatives to two. One alternative is north of the Glenn light rail station and the second is south of the station area as shown in Attachments 3 and 4. Based on community input and project team expertise, staff believe the North Alternative Alignment provides the most benefits to pedestrians and bicyclists (refer to Attachment 3). In addition, the arch design for the proposed overcrossing was favored by the public over the tower theme (refer to the discussion in Attachment 2 – Background).

The North Alternative Alignment would directly connect to the SacRT Glenn Light Rail Station, State Parks Folsom Lake State Recreation Area, and future affordable housing (SacRT Park & Ride lot) linking transit, neighborhoods, businesses, and recreational attractions to Folsom’s trail system. Also, partnering with State Parks and the SacRT on an overcrossing that provides a safe, convenient bridge over Folsom Blvd. showcases a project that will be desirable and competitive when applying for a grant to the Caltrans Cycle 7 Active Transportation Program (ATP) for design/engineering and construction funding in June 2024.

Since this is not only a major trail connection, but also a major City development project that helps to implement the City’s Active Transportation Plan and 2035 General Plan, staff is seeking not only the Parks & Recreation Commission support for this preferred alternative, but also support from the Planning Commission.

## **POLICY CONSIDERATIONS**

The Folsom Boulevard Overcrossing Feasibility Study is consistent with and helps to implement several of the 2035 General Plan goals and policies as set forth below.

### **GOAL LU 1.1**

Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

#### **POLICY LU 1.1.10 Network of Open Space**

Ensure designated open space is connected whenever feasible with the larger community and regional network of natural systems, recreational assets, and viewsheds.

#### **POLICY LU 1.1.16 Community Engagement in the Planning Process**

Engage the community in the planning process. Ensure the public has access to accurate and timely information and has convenient and meaningful ways to contribute ideas.

#### **POLICY LU 4.1.5 Connections Between Modes**

Encourage transit transfer points to be located at rapid transit stops to facilitate connections between transit modes. In addition, the City should require stations to be pedestrian and bicycle-friendly.

#### **POLICY PR 1.1.14 Parkways**

Encourage the development of parkways and greenbelts to connect the citywide parks system.

#### **POLICY PR 4.1.4 Connections**

Coordinate with Sacramento Regional Transit and the State Department of Parks and Recreation on establishing trail linkages from light rail stations in Folsom to Lake Natoma, Folsom Lake, and the American River Parkway.

In addition, as noted in this report, the feasibility study for the Folsom Boulevard Overcrossing helps implement the City's Active Transportation Plan, which was adopted in 2022.

## **ENVIRONMENTAL REVIEW**

The feasibility study for overcrossing routes is not a project under the California Environmental Quality Act (CEQA) Guidelines Section 15262 (Feasibility and Planning Studies). If construction of the Folsom Boulevard Overcrossing Project is approved and funded, environmental analysis in compliance with CEQA will be completed as part of that process.

### **FINANCIAL IMPACT**

The cost for the Folsom Boulevard Class I Overcrossing Feasibility Study is included in the Fiscal Year 2022-23 Capital Improvement Plan in the amount of \$200,000 in American Rescue Plan Act (ARPA) funds. The remaining \$17,657 would come out of the Transportation Development Act Fund (Fund 248). There is no fiscal action associated with the preferred alternative alignment recommendation.

### **NEXT STEPS**

November 15, 2023: Planning Commission Meeting  
December 5, 2023: Parks and Recreation Commission Meeting  
December 13, 2023: River District Master Plan Citizen Advisory Committee  
January 9, 2024: City Council Approval of Preferred Alternative Alignment  
January – June 2024: Prepare & Submit ATP Cycle 7 Grant Application

### **RECOMMENDATION/PLANNING COMMISSION ACTION**

Recommend to City Council approval of the North Alternative Alignment as the preferred alignment for the Folsom Boulevard Overcrossing Project.

## **ATTACHMENT 2 BACKGROUND**

On August 26, 2022, the Parks and Recreation Department issued a Request for Proposal (RFP) for professional design services for the Folsom Boulevard Class I Overcrossing Feasibility Study. The RFP was distributed to qualified design consultants and advertised on CIPlist.com. The due date for the proposals was September 30, 2022, and three proposals were received. A full review of these proposals was performed by city staff from both the Public Works and Parks and Recreation departments. Dokken Engineering's proposal demonstrated the expertise, capacity, and ability to complete the scope of services which entails project management, public workshop facilitation, bridge design, and cost estimation.

On March 14, 2023, staff held an informational presentation at City Council to provide an overview and public outreach schedule for the Folsom Boulevard Pedestrian & Bicycle Overcrossing Feasibility Study.

On June 6, 2023, staff presented a project update to the Parks and Recreation Commission discussing the project study update and community feedback received regarding the overcrossing alternative alignments.

### **OUTREACH**

In December 2022 City Staff and the Dokken Engineering consultant team held a project kick-off meeting. In January 2023 staff and the consultant team held a meeting to walk the project site boundaries with staff from State Parks and Sacramento Regional Transit (SacRT) to receive initial feedback on potential alignment issues.

### **Stakeholder Focus Group Meeting #1**

On Tuesday, March 21, 2023, the City of Folsom held its first Stakeholder Focus Group Meeting to introduce four preliminary design alternatives for a bicycle and pedestrian overcrossing at Folsom Boulevard between Glenn Drive and Blue Ravine Road. This meeting was the initial stakeholder focus group meeting as part of the community outreach process for the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study.

Sixteen stakeholder representatives from the following organizations and agencies attended the meeting and shared their input:

<b>Stakeholder Groups</b>
50 Corridor Transportation Management Association (TMA)
Choose Folsom (Folsom Chamber of Commerce)
Friends of Folsom Parkways



Local Folsom Residents
Sacramento Regional Transit (SacRT)
CA State Parks
Twin Lakes Food Bank

The stakeholder focus group meeting objectives included:

- Engage key stakeholders who represent walking, biking, economic development, recreation, and underrepresented communities in the Folsom area.
- Introduce and discuss the overall study and design alternatives.
- Obtain input on preferred overcrossing alternatives and other key components of the study.

**Alternative 1** was the most preferred option among the attendees, noted as the top choice for nine stakeholder representatives. Participants liked the connectivity to existing transit and the State Park trails in the area. State Parks representatives who attended the meeting also discussed the possibility of collaborating with the City on a project along the **Alternative 1** alignment that cuts through the eucalyptus grove, which many other stakeholders expressed their support for. Participants also liked the proximity to Historic Folsom, the direct connection to the Parkshore Drive/Folsom Boulevard intersection, connection to the Park & Ride on the corner of Glenn Drive and Folsom Boulevard, and the minimal impacts to the surrounding areas. While most participants were supportive of **Alternative 1**, there were two who liked it the least for its lack of connection to the Humbug- Willow Creek Trail.



Participants liked **Alternative 2**, with three participants specifically listing it as their first or second choice. Those who expressed their favor towards this alternative liked the connections to existing trails and the light rail station, and also liked that there might be less conflict with SacRT access to Glenn Station, since the beginning of the overcrossing would be further down Folsom Boulevard than Alternative 1. Attendees had some concerns with **Alternative 2**, specifically citing the lack of pedestrian and bicycle access to the Parkshore Drive intersection, which Alternative 1 has a clear connection to. Other issues with **Alternative 2** include the aesthetics and cost issue of having a longer overcrossing structure that may block the eucalyptus grove.

Only two participants listed **Alternative 3** as their first choice, with the reasoning being that it connects to the Humbug-Willow Creek Trail and the business park. While **Alternative 3** does provide an indirect connection to the light rail station, many participants wrote that the overcrossing is too far from it and listed it as their least favored alternative. Other issues with **Alternative 3** include a lack of a direct connection to the American River, the diagonal alignment of the crossing over Folsom Boulevard, and that the circular structure near Willow Creek seems “forced”.

Participants seemed to like **Alternative 4** the least, mostly because of its lack of clear connection to existing trails and to the Glenn Drive light rail station, and the anticipated high cost. One attendee listed **Alternative 4** as their second choice due to the indirect connection to the Humbug-Willow Creek Trail.

### **Online Community Questionnaire #1**

In April and May 2023, the City of Folsom implemented a three-week long Online Community Questionnaire. Community members were encouraged to visit the project webpage on the City’s website, learn more about the four proposed alternatives for the overcrossing, and share their feedback and thoughts on those alternatives. As a result, the project team garnered 260 responses from the public.

When participants visited the project webpage, they were able to learn more about the study and about the four proposed overcrossing alternatives. Full-size aerial-view map exhibits demonstrating the layout of the alternative were presented for each option, as well as a short 1-2 sentence description of the alternative. Participants rated each alternative out of five stars in four categories:

- Traveling experience for pedestrians and cyclists
- Accessing local destinations (businesses, restaurants, shopping, transit stops etc.)
- Connections to existing trails and recreation opportunities
- Pedestrian and bicyclist safety



Participants also had the option to submit open-ended comments about their reasoning for rating certain alternatives. The questionnaire was available online from Monday, April 24 – Monday, May 14.

**Alternative 1:** The route for Alternative 1 was revised based on feedback received in March. In this version the route goes from Glenn Station across Folsom Blvd. through the center of the eucalyptus grove connecting to the South Lake Natoma Trail and ultimately the American River Parkway Trail. Respondents largely commented that they feel a crossing at this location is unnecessary (**19% of comments**), stating that bicyclists and pedestrians would likely choose to cross Folsom Boulevard at a signalized intersection like Parkshore Drive or Blue Ravine Road. Additionally, comments also showed concern for the potential impacts to the surrounding environment (**18% of comments**), specifically the mature trees, power lines, or the historic olive grove located near alternative 1. Another point of concern is the perceived lack of connections to existing trails (**15% of comments**). Though it does directly connect to Parkshore Spur Trail, respondents felt that the lack of direct connection to the Humbug Willow Creek Trail does not make alternative 1 an ideal option.

Other areas of concerns include the need to cross Glenn Drive to reach the bridge structure (**13% of comments**), perceived lack of safety due to the crossing at Glenn Drive or due to the overcrossing going through a more isolated area (9% of comments), or the perceived high cost of the project (**6% of comments**). Those that did like alternative 1, liked that the alignment would provide access to a more wooded area that could provide a pleasant traveler experience for those using the overcrossing (**6% of comments**).

**Alternative 2:** In general, respondents had a similar, if not slightly more positive perspective on alternative 2 than alternative 1 (**7% of comments**). Many comments wrote

that a new overcrossing is not necessary, speculating that pedestrians and bicyclists would prefer to cross Folsom Boulevard at either the Parkshore Drive or the Blue Ravine Road intersections (**15% of comments**). The same concerns from alternative 1 apply to alternative 2, including potential environmental impacts to the trees and power lines (**12% of comments**), a lack of connections to more significant recreation opportunities like the Humbug Willow Creek Trail and Lake Natoma (**8% of comments**), and poor connections to local businesses and restaurants (**7% of comments**).

Those that showed a preference for alternative 2 over alternative 1 liked the connection to the SacRT Light Rail station at Glenn Drive (**5% of comments**), the connections to the Parkshore Spur trails and other recreational destinations in the area (**8% of comments**), and the overall traveler experience (**9% of comments**).

**Alternative 3:** Respondents generally responded more positively to alternative 3 than alternatives 1 and 2, with around **11% of comments** listing it as their first or second favorite option. Many commenters cited the connection to the Humbug Willow Creek Trail (**25% of comments**) and other recreational opportunities and the connections to local businesses and restaurants (**9% of comments**) as the reason they prefer this option. Additionally, there was a perceived lower impact to the surrounding areas, including trees, power lines, and the nearby Willow Creek (9% of comments), although some people did show some concern for any impact to the environment at all (**7% of comments**).

Even the commenters who showed a preference for alternative 3 recognized that the loop in the ramp was an area for concern, as this could lower sight distance for overcrossing users, potentially leading to conflicts between pedestrians and cyclists (**17% of comments**). Those that pointed out this potential issue were adamant that alternative 3 is still one of their preferred choices and want to see if the loop in the ramp could be straightened out more.

**Alternative 4:** Respondents liked alternative 4, with around **14% of comments** listing it as their favorite option, and around 6% of comments saying they have similar feelings towards alternative 4, as they do to alternative 3. As with the previous alternatives, one of the main concerns people discussed in their comments is the potential impact of the overcrossing structure to the surrounding environment, especially to the Willow Creek and mature trees in the area (**11% of comments**). Many respondents liked alternative 4 because it provides good connections, both to the Humbug Willow Creek Trail and other recreational attractions (**9% of comments**), and to local destinations like the nearby businesses park and restaurants (**6% of comments**).

Although, some commenters preferred alternative 3, specifically because they felt it connects better to the Humbug Willow Creek Trail and Rail Trail (**7% of comments**). Additionally, commenters seemed to prefer the configuration for the looped overcrossing structure in alternative 4 compared to the larger loop in alternative 3 (**6% of comments**).

## **Stakeholder Focus Group Meeting #2**

On Tuesday, July 18, 2023, the City of Folsom held the final Stakeholder Focus Group Meeting to provide an update on the planning process for the overcrossing. This meeting is the second stakeholder focus group meeting as part of the community outreach process for the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study.

During the meeting, the study team shared a project and community outreach update, the refined design alternatives for the proposed overcrossing, and some preliminary architectural design concepts for the bridge structure. Attendees were asked to share their thoughts on the refined alternatives and also on the design concepts. Members from the study team were available to discuss the project and answer questions.

Fifteen stakeholder representatives from the following organizations and agencies attended the meeting and shared their input:

<b>Stakeholder Groups</b>
City of Folsom Planning Department
Folsom History
Friends of Folsom Parkways
Local Folsom Residents
Sacramento Regional Transit (SacRT)
CA State Parks
Twin Lakes Food Bank
Friends of Lakes Folsom & Natomas (FOLFAN)

The stakeholder focus group meeting objectives included:

- Engage key stakeholders who represent walking, biking, economic development, recreation, and underrepresented communities in the Folsom area.
- Present refined design alternatives for the overcrossing alignment.
- Obtain input on architectural design concepts for the proposed bridge.

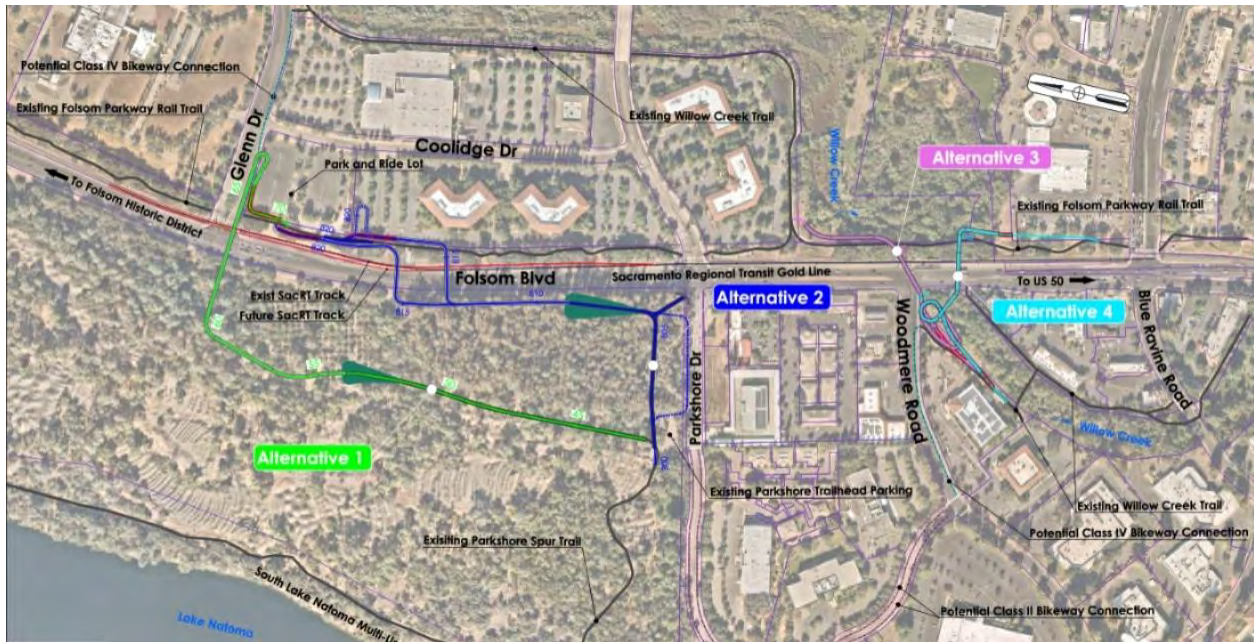
### **Alternatives**

A map showing an overview of all the alternatives relative to one another was shared with the attendees. The focus group meeting then transitioned into an open group discussion session around the alternatives. Below is a summary of the questions and comments submitted to the study team around the four alternatives.

#### **Alternatives Discussion:**

- Have you rated any of the alternatives based on criteria yet? How do the alternatives affect the train tracks?

- We have developed criteria, and so far, none of them conflict with the railroad tracks.
- Since you are connecting a trail together from Folsom Lake to Humbug-Willow Creek Trail, and lots of clubs use Folsom Boulevard to make trail connections, have you contacted current users of the trail?
  - Yes, when conducting the online questionnaire, we posted signage near trail entrances. The City also passed out information about the questionnaire at the City Farmer's Market booth, and we notified various recreation and trail organizations and groups about the questionnaire, including Friends of Folsom Lake, FOLFAN, and biking groups.
- One of the alternatives showed a potential crossing on the north side of Glenn, is this still being considered?
  - No, we have eliminated that alternative. We have considered some variations but there would be too many potential conflicts with pedestrians crossing the road.
- Have you looked at any other alternatives further to the east?
  - Beyond alternative four, not really – due to the intensity of the development on the west side it is difficult to make a trail connection from there.
- Alternative 2 provides the best connection to the existing trail network. I would suggest these modifications:
  - Place the alignment for the approach along the existing trail, move the existing trail to the south, and traversing through the oaks in order to reduce oak removal.
  - Beware of placing the path under eucalyptus trees as they shed debris, lots of it. Maintenance will be an issue. For this reason, Alt 1 is not preferable.
  - Keep the Class IV connection along Glenn. The intersection of Glenn and Coolidge will need modifications in order to lower stress level, especially left turners on Glenn.
  - Bicycle and pedestrian travel is very sensitive to out of direction travel. Alt 1, and especially Alt 3 and 4 are not preferable for this reason.



## Aesthetics

Eric Birkhauser, Architectural Design lead with Perkins Eastman, presented some aesthetic concepts for the proposed bridge. Eric began by providing an overview of some of the precedent design elements considered that are reminiscent of Folsom's history: Regional species like trout, otters, and bald eagle; California Live Oaks; Folsom Dam; First Nation Kish Structures; Regional Railroad History; Barge Mining Structures

Eric also shared some other bridges that he drew inspiration from when developing the concepts: Folsom Rainbow Bridge; Folsom Historic Truss bridge; Orangevale Bridge; Lake Natoma Crossing; Johnny Cash Pedestrian Bridge; and the Robber's Ravine Bridge.

Finally, Eric presented the two bridge concepts that were developed for the Folsom Boulevard overcrossing, a Paired Tower bridge, and a Gateway Arch bridge.

## Aesthetics Discussion

- Is a 100-foot cable on the bridge necessary from a structural standpoint?
  - If the overall height is not aesthetically pleasing here, there are strategies we can use to help lower the cable height. We were trying to do a semi-circle shaped arc to give the bridge a visible profile from far away. We can look at a single tower or multiple towers on either end.
- The paired tower concept looks more human-scale, and the gateway arch concept looks more for cars.
- The gateway arch seems more appropriate to be going over a waterway where the paired tower feels more fun to travel down.
- I like the concepts but don't know how appropriate the design is for Folsom, it feels like a Bay area structure. Is there any way this can be scaled down more?

- Thanks for the feedback, the lower deck option is difficult for maintaining RT operations, which is why the bigger arch deck was presented.
- What design will provide the best experience and the best option for bicyclists and pedestrians vs. cars?
- It would be nice to have some structures that are not quite as large in scale. The paired tower option could work if there were more interpretive stations along the bridge that may help people to make the aesthetic connection of the towers to the barge mining structures.
  - We can explore lower options if these are too tall or overpowering.
- I appreciate the comments about the heights of the structures. I also noticed the height of the arch in concept 2 and it reminds me of a Ferris wheel. The arches on bridges in Folsom are much flatter in structure.
- The arch structure is too high with no relationship to the gateway. How does the arch tie into it? Look at some of the other overcrossing like in Walnut Creek and they are much lower and more pedestrian in scale. If it's a gateway feature, we need to understand why it's there.
- I do like the uniqueness of the arch concept and if there is a way to tie it in closer to the nearby lakes and rivers and the history of Folsom. I asked about the 100-foot height because it sounds intimidating, but I think we should play with the height and include more interpretive signage.

### **Towers Concept**



FOLSOM TURNTABLE WITH A-FRAME TOWERS



GOLD MINING BARGE, NOTE ANGLED TOWERS AND FORKED CABLE SUPPORTS



LIVE OAK, NOTE BRANCHING PATTERN





## **Arch Concept**



FIRST NATION DWELLING



RAINBOW BRIDGE, NOTE SEMICIRCULAR ARCH



LIVE OAK, NOTE SEMICIRCULAR CANOPY



## **Public Outreach and Online Community Questionnaire #2**

October 16 – 30 2023, the City of Folsom, as part of the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study, implemented a two-week long Online Community Questionnaire. Community members were encouraged to visit the project webpage on the City's website, learn more about the final two proposed alternative alignments (North Alternative and South Alternative) for the overcrossing and share their feedback and thoughts on their preferred alternative.

On Tuesday, October 19, 2023, the City of Folsom held an in-person Public Outreach Meeting, in addition to the Community Questionnaire, to get input on the preferred alternative alignment. During the meeting, the study team shared a project and community outreach update, the refined final two alternative alignments, and further developed architectural design concepts (Towers Concept & Arch Concept) for the bridge structure. Attendees were asked to share their thoughts on the refined alternatives and design concepts. Members from the study team were available to discuss the project and answer questions.

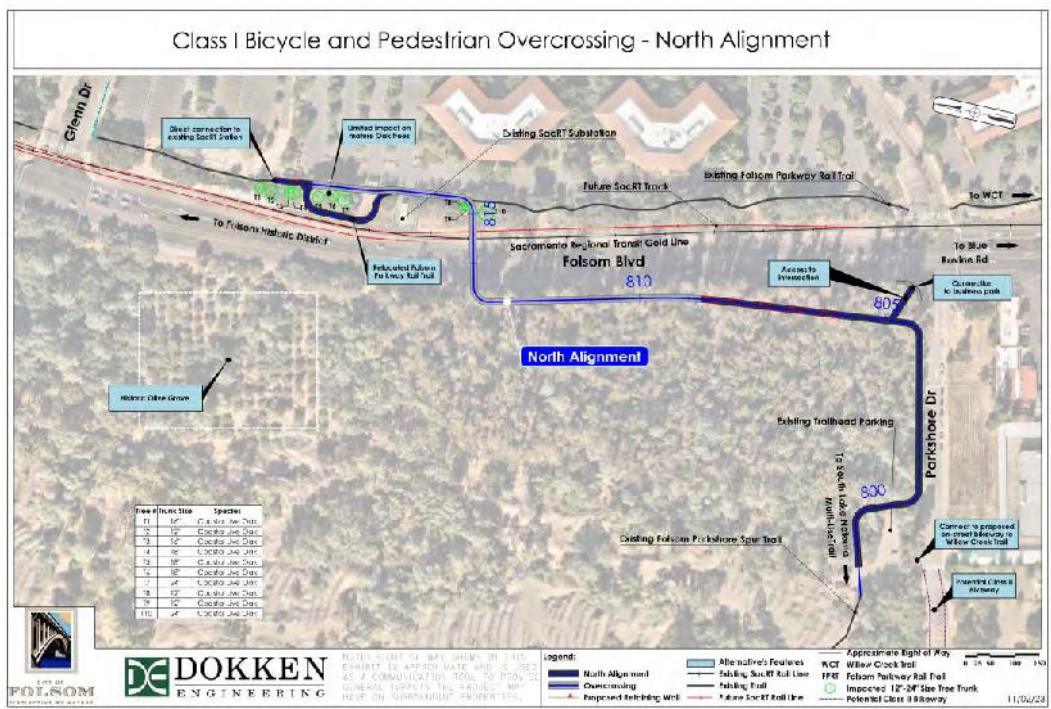
As a result of the public outreach meeting and questionnaire, the project team garnered over 240 responses from the public.

**North Alternative Alignment:** Overall, participants had a positive reaction to reviewing the northern alternative (**60% of comments**) with only **24% of comments** expressing serious concern or dislike. The remaining **16% of commenters** either felt neutral towards this alternative or had mixed feelings about this alternative.

The top priorities for people commenting on this alternative included access to other trails or recreational opportunities (**44% of comments**), the direct connection to the Sacramento Regional Transit (SacRT) Glenn Station (**31% of comments**), and the overall user experience and ease of access to the bridge (**24% of comments**). Most participants who mentioned access to other trails liked that the northern alternative will provide a strong connection to Lake Natoma, the American River Bikeway, and the Spur Trail (**31% of comments**), while around **8% disliked** that this alternative does not provide a strong connection to the Humbug-Willow Creek Trail.

While the majority of participants see the connection to the SacRT Light Rail at Glenn Station as a positive, around **5% of commenters** expressed that the connection to the station would not be beneficial or necessary. Overall, **19% of commenters** felt that this alternative is more direct, accessible for users, and would provide a nicer, more scenic route through State Parks land.

Participants also expressed that this alternative seemed to have a lower impact to the surrounding environment, both physically and visually, as the structure might blend better into the surrounding natural landscape. Some commenters expressed that if this alternative is selected, then additional bicycle/pedestrian improvements or infrastructure would be needed to help connect users to nearby destinations, like Class IV bicycle facilities, improved crosswalks, or directional signage.

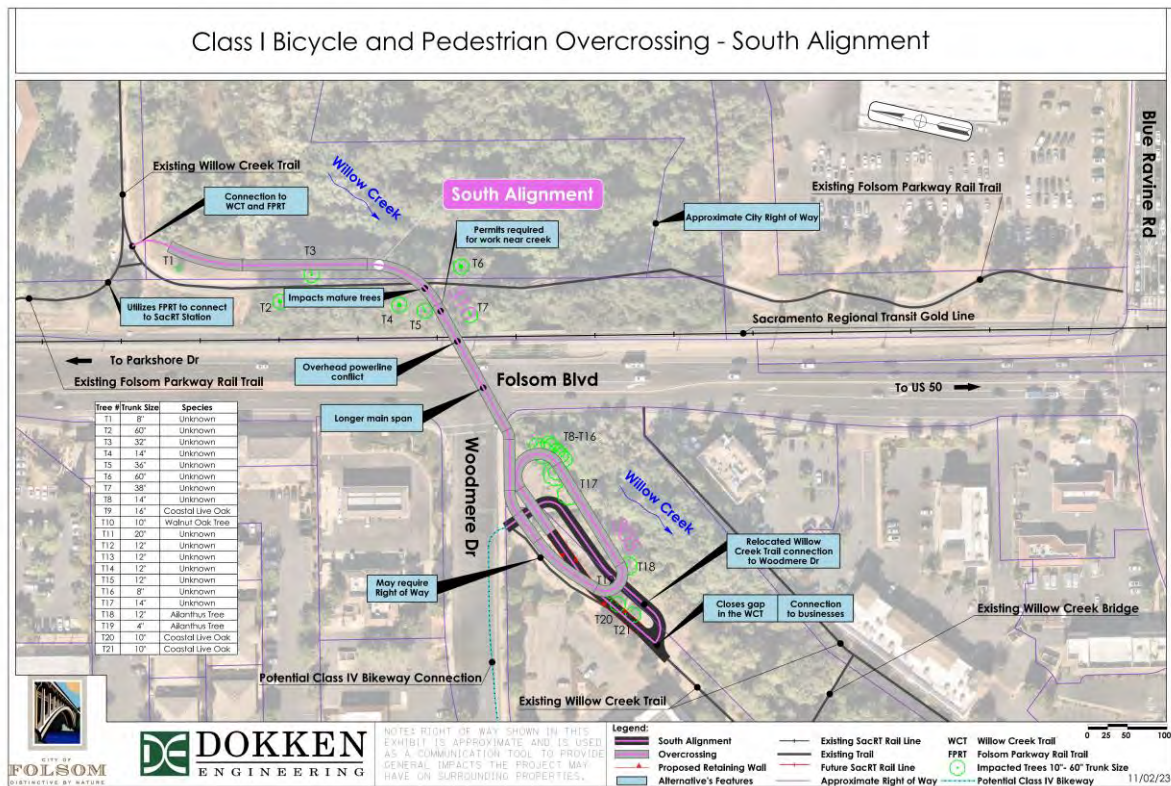


**South Alternative Alignment:** Participants generally had more negative responses to the southern alternative (**56% of comments**) with **34% of comments** saying they like or prefer this alternative, and **10% of comments** showing neutrality or mixed reactions.

Similarly, the top priorities for people commenting on this alternative included access to trails or other recreational opportunities (**34% of comments**), user experience and ease of accessing the structure (**28% of comments**), and access to nearby businesses and commercial areas (**24% of comments**). Around 13% of commenters who mentioned access to other trails expressed disappointment that this alternative did not provide a strong connection to Lake Natoma and the Spur Trail, though many (**21% of comments**) liked that this alternative closes the gap in the Humbug-Willow Creek Trail system.

Additionally, **18% of commenters** felt that this alternative would provide a stronger connection to the businesses and commercial areas that exist further south along Folsom Boulevard. Many participants (**22% of comments**) had a strong dislike of the looped ramp on the west side of Folsom Boulevard, and expressed concern that the tight turns would lead to conflicts between pedestrians and cyclists.

Another primary concern (**12% of comments**) was the perceived higher cost of the southern alternative and the larger looped structure. Though many commenters thought that the looped ramp would look visually busy or cluttered, many participants liked that this alternative would impact less trees.



**Towers Concept**

Overall, respondents were split over their feelings towards the Paired Towers concept, with **48% of commenters** reacting positively, **36% having a negative reaction** to it, and around **16% either with no opinion or mixed feelings**.

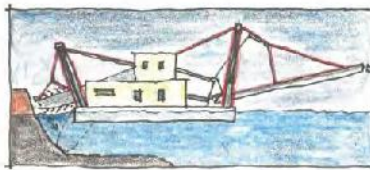
Community members that like the Paired Towers concept felt that it was a more modern and unique design that would stand out among the other arch-like bridges in Folsom. Commenters also liked the more open and airy feeling of this concept and felt that the s-curve design would complement Folsom's natural geography. Respondents also appreciated that the forms of this bridge reference the lesser-known aspect of Folsom's mining history in a creative way.

Those that did not like the Paired Tower concept felt that this bridge does not fit in with the look and feel of other architecture and design in Folsom. Some also felt that the towers were overly "dramatic" and might stand out too much among Folsom's natural skyline.

### Towers Concept



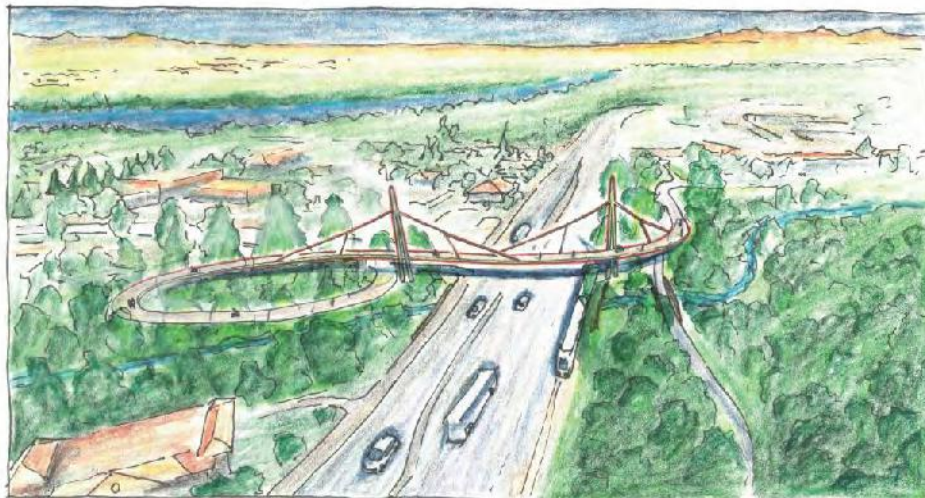
FOLSOM TURNTABLE  
WITH A-FRAME TOWERS



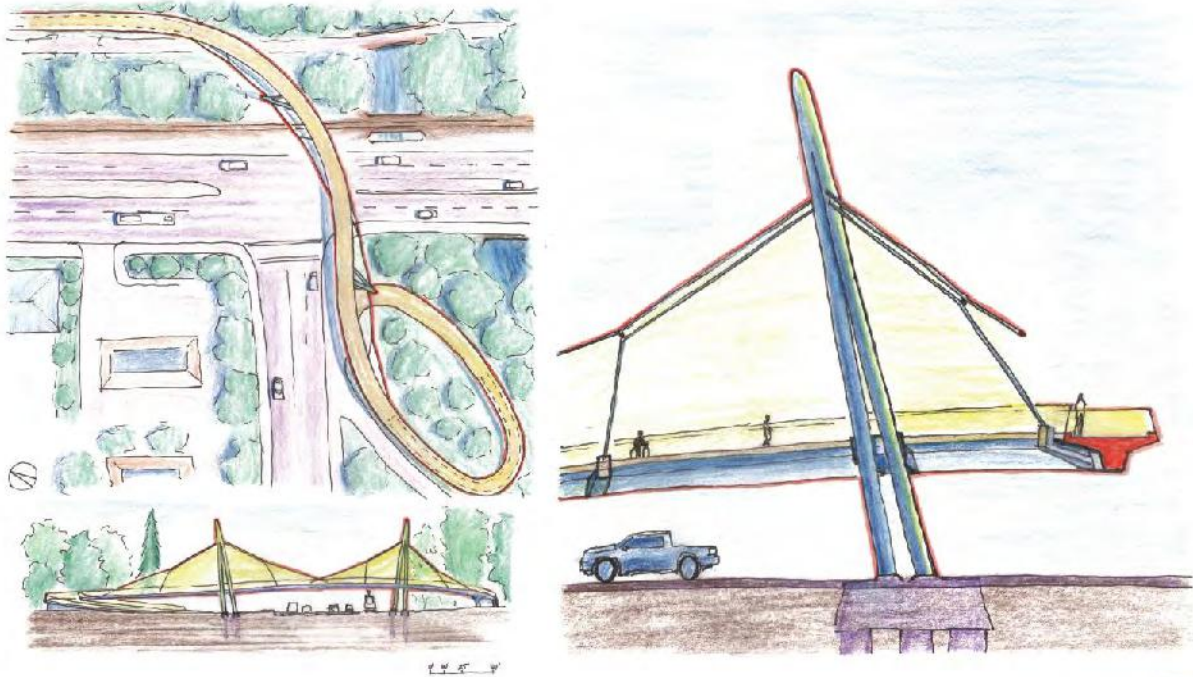
GOLD MINING BARGE, NOTE ANGLED  
TOWERS AND FORKED CABLE SUPPORTS



LIVE OAK, NOTE BRANCHING  
PATTERN



## Towers Concept



Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study

DONALD MACDONALD  
BRIDGE ARCHITECTS LLP

DOKKEN  
ENGINEERS, ARCHITECTS, PLANNERS



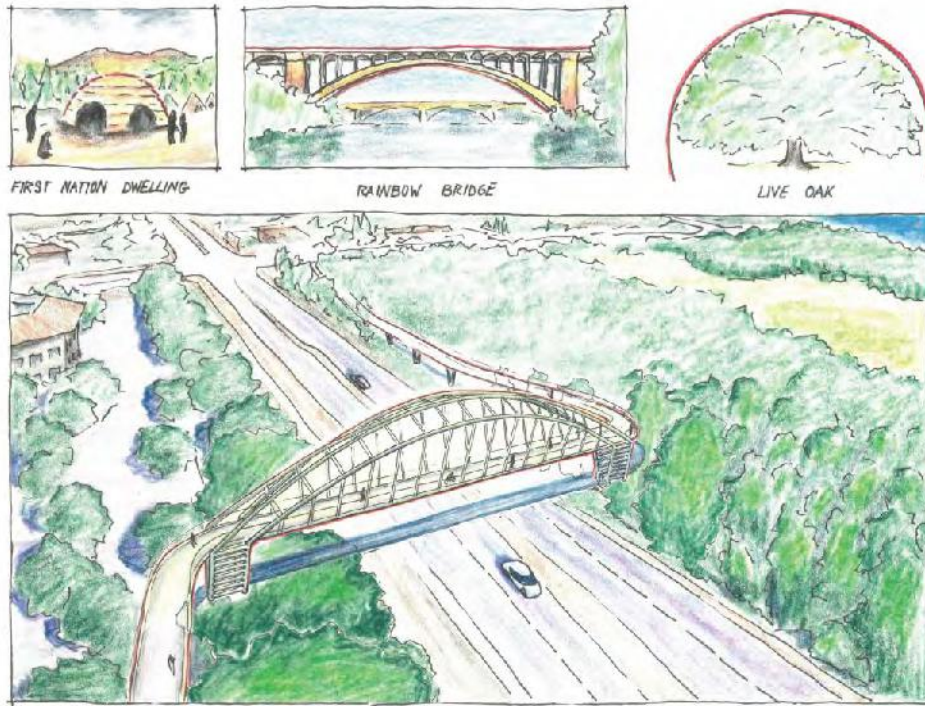
## Arch Concept

People generally reacted more positively to the Gateway Arch concept (**56% of comments**), with **31% of comments** expressing negative feelings, and **13% of comments** showing neutral or mixed feelings about it.

Those that liked the Gateway Arch felt that this concept would fit in well among Folsom's "family of arches" and is a safer, more crowd-pleasing design. Respondents also liked how the curved shape of the bridge references multiple aspects of Folsom's history like the First Nation dwellings, the Oak tree canopy, and the Rainbow bridge. People also felt that the gentle slope of the arch shape might blend in better with the surrounding natural landscape and State Parks' land.

Respondents who disliked or felt apathetic about this concept wrote that this felt too safe of a design option, and that this bridge would not stand out among the other arch bridges in Folsom. Some commenters also expressed that while the intricate design of the arch is aesthetically pleasing, they want to see a bolder, more unique design choice that will stand out more.

## Arch Concept



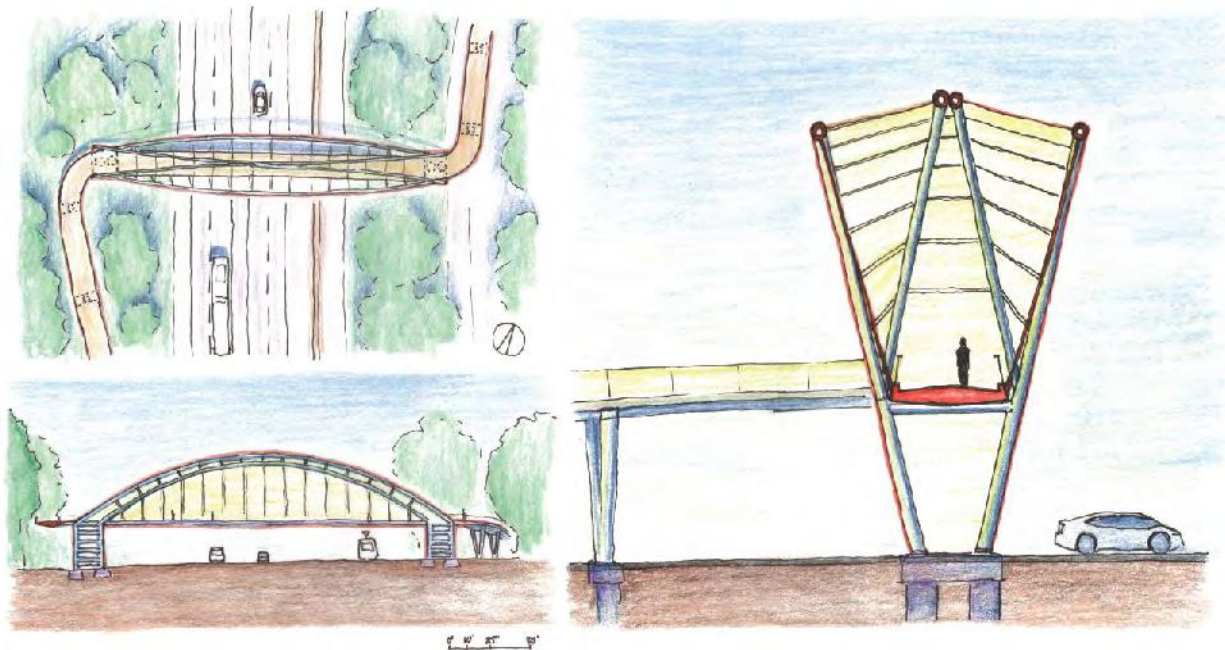
Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study

DONALD MACDONALD  
ARCHITECTS LLP

DOKKEN  
ENGINEERS PC



## Arch Concept



Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study

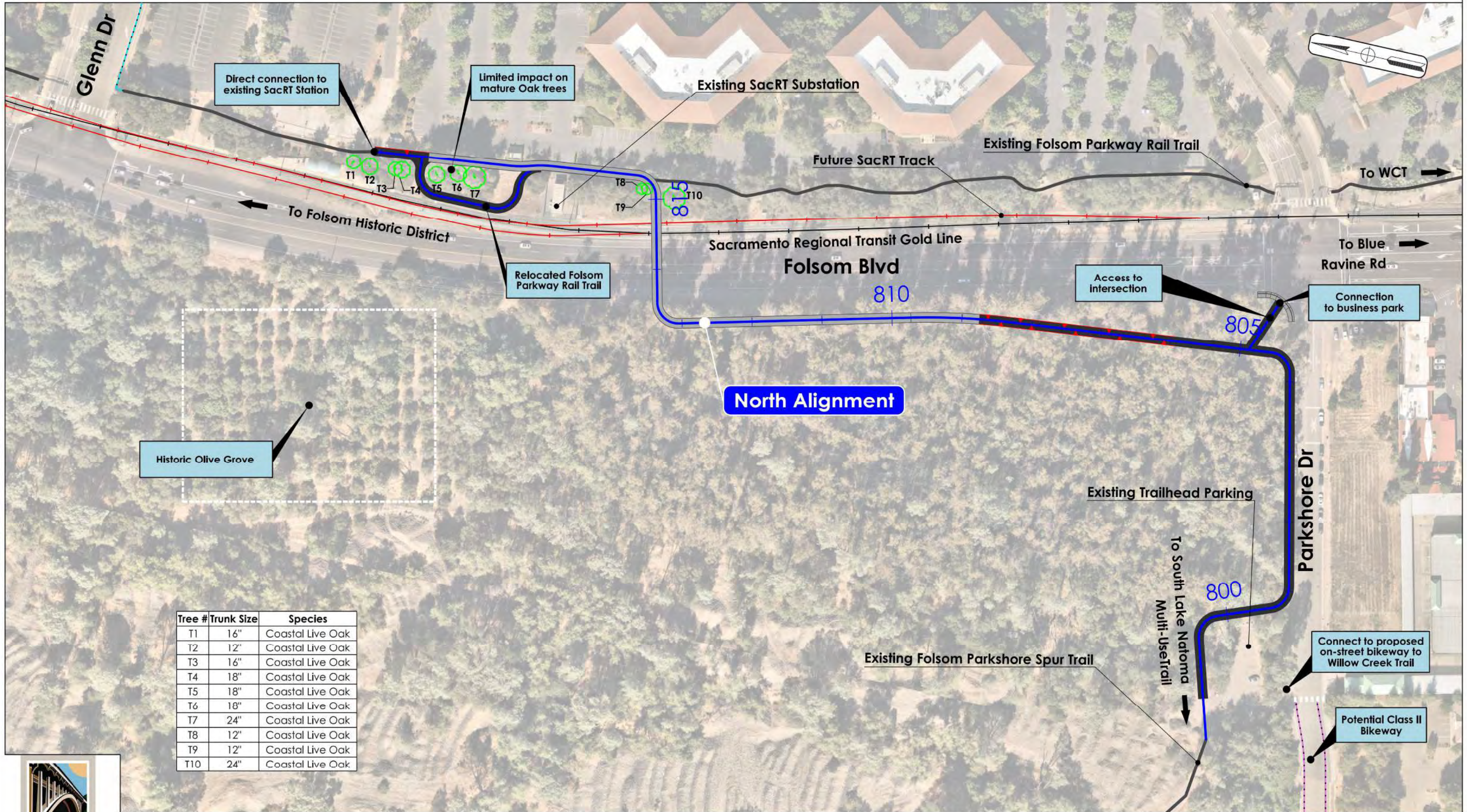
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ARCHITECTS LLP

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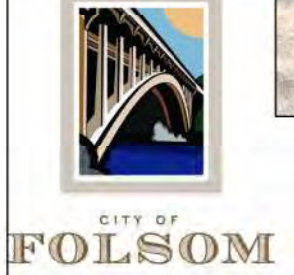


**ATTACHMENT 3  
NORTH ALTERNATIVE ALIGNMENT**

# Class I Bicycle and Pedestrian Overcrossing - North Alignment



Tree #	Trunk Size	Species
T1	16"	Coastal Live Oak
T2	12"	Coastal Live Oak
T3	16"	Coastal Live Oak
T4	18"	Coastal Live Oak
T5	18"	Coastal Live Oak
T6	18"	Coastal Live Oak
T7	24"	Coastal Live Oak
T8	12"	Coastal Live Oak
T9	12"	Coastal Live Oak
T10	24"	Coastal Live Oak



NOTE: RIGHT OF WAY SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS USED AS A COMMUNICATION TOOL TO PROVIDE GENERAL IMPACTS THE PROJECT MAY HAVE ON SURROUNDING PROPERTIES. 96

**Legend:**

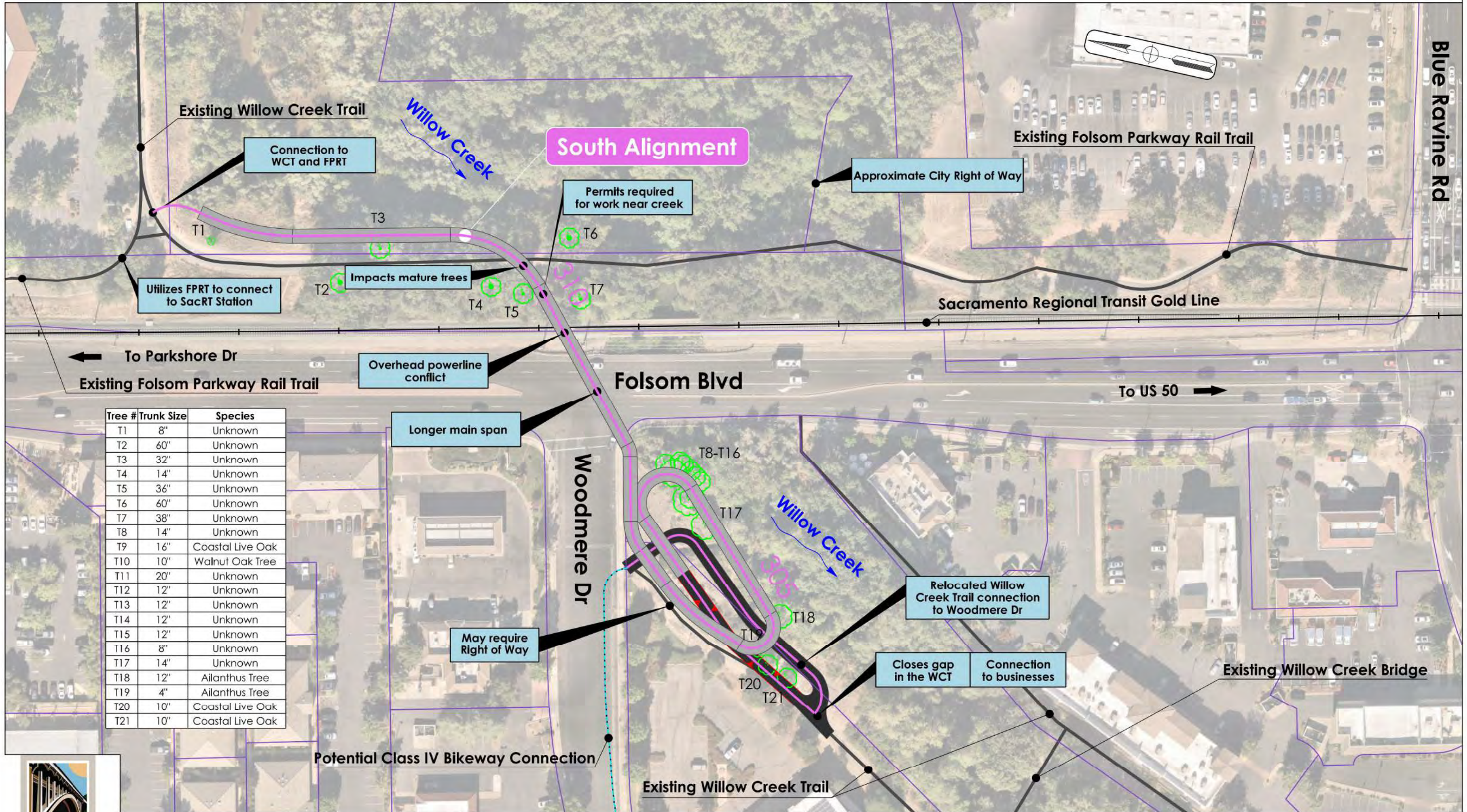
- North Alignment
- Overcrossing
- Proposed Retaining Wall
- Alternative's Features
- Existing SacRT Rail Line
- Existing Trail
- Future SacRT Rail Line
- Approximate Right of Way
- WCT Willow Creek Trail
- FPRT Folsom Parkway Rail Trail
- Impacted 12"-24" Size Tree Trunk
- Potential Class II Bikeway

Scale: 0 25 50 100 150



**ATTACHMENT 4  
SOUTH ALTERNATIVE ALIGNMENT**

# Class I Bicycle and Pedestrian Overcrossing - South Alignment



Tree #	Trunk Size	Species
T1	8"	Unknown
T2	60"	Unknown
T3	32"	Unknown
T4	14"	Unknown
T5	36"	Unknown
T6	60"	Unknown
T7	38"	Unknown
T8	14"	Unknown
T9	16"	Coastal Live Oak
T10	10"	Walnut Oak Tree
T11	20"	Unknown
T12	12"	Unknown
T13	12"	Unknown
T14	12"	Unknown
T15	12"	Unknown
T16	8"	Unknown
T17	14"	Unknown
T18	12"	Ailanthus Tree
T19	4"	Ailanthus Tree
T20	10"	Coastal Live Oak
T21	10"	Coastal Live Oak

NOTE: RIGHT OF WAY SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS USED AS A COMMUNICATION TOOL TO PROVIDE GENERAL IMPACTS THE PROJECT MAY HAVE ON SURROUNDING PROPERTIES. 98

**Legend:**

- South Alignment
- Overcrossing
- Proposed Retaining Wall
- Alternative's Features
- Existing SacRT Rail Line
- Existing Trail
- Future SacRT Rail Line
- Approximate Right of Way
- WCT Willow Creek Trail
- FPRT Folsom Parkway Rail Trail
- Impacted Trees 10"- 60" Trunk Size
- Potential Class IV Bikeway