FOLSOM GENERAL PLAN 2035

Adopted
August 28, 2018

FOLSOM

GENERAL PLAN

2035

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1 Introduction

Introduction

The General Plan is the foundational land use document for the City of Folsom and includes goals, policies, and programs on a wide range of topics. This introduction describes the structure and purpose of the Folsom General Plan and it introduces the concepts, issues, and themes of the General Plan.

A Blueprint for Folsom's Future

Folsom's story is one of growth and prosperity. When Folsom incorporated in 1946, development was largely restricted to the Historic District. By 1980, 35 years later, development had expanded east and north of the Historic District on both sides of the American River and the city limits had expanded to most of their present day extent. When the last General Plan was adopted in 1988, Folsom had gone through a massive expansion; the city grew from a population of 5,800 in 1970 to 23,000 in 1988 – quadrupling in size in less than 20 years. The previous General Plan guided Folsom's continued growth for almost 30 years. Now, in 2018, Folsom has over 77,000 residents and has nearly filled its city limits north of Highway 50. The City annexed 3,585 acres south of Highway 50 in 2012. Growth and development in this area will define Folsom's next phase.

Folsom is remarkable in that it grew so rapidly, yet still retains its small town charm. Folsom has many urban assets, including region-leading shopping, a walkable and historic downtown, and high-capacity transit while still offering residents the parks, open space, and great schools associated with smaller communities.

With a strong history and a wealth of amenities, Folsom's future trajectory is moving toward continued prosperity. This 2035 General Plan is designed to protect and enhance Folsom's assets, guide Folsom's growth in the area south of Highway 50, strengthen existing neighborhoods, and provide a cohesive vision for the Folsom of 2035.

Folsom's History

The Nisenan (also referred to as Southern Maidu) inhabited Folsom and the surrounding area prior to large-scale European and Euro-American settlement. Nisenan territory reached from the Sierra Nevada mountains on the east to the Sacramento River on the west. Most of the villages were along the rivers that run west out of the mountains. Acorns, the primary staple of the Nisenan diet, were gathered in the valley along with seeds, buckeye, salmon, and a wide variety of other plants and animals.

During the early 1800s, hunters and trappers including Jedediah Strong Smith and a group of Hudson's Bay Company trappers entered present day Sacramento County. Smith set up camp in the present day Folsom area in 1827, leading the way for other trappers who arrived in the region during the 1830s where they hunted beavers along the American River. The region remained relatively unchanged through the late 1840s when gold was discovered in Coloma spurring a population boom to the state.

In 1848, gold discovery in Coloma brought an influx of gold seekers to the Sacramento area. Thousands of miners descended upon the region and set up transitory communities such as Mormon Island, Negro Bar, and Prairie City, whose success relied on placer gold mining, using simple tools. Within weeks of the discovery of gold in Coloma, a mining camp was established at Mormon Island, located at the juncture of the north and south forks of the American River, now buried under present day Folsom Lake. By 1853, Mormon Island included a population of 2,500. Within two years gold mines in the area were largely depleted and many miners then turned to railroad and agricultural work for sustenance. As the Sacramento Valley Railroad completed its 22-mile railroad connecting the city of Sacramento to Folsom (1856), the mining camp saw a dwindling population. By the late 1870s, mining camps and towns saw a general decline, (especially south of the railroad), including Mormon Island, which had vanished by 1880.

Train Station (1877); Courtesy of myfolsom.com

Suspension and Railroad Brice (1866); Courtesy of myfolsom.com

The City of Folsom was established in 1848 when U.S. Army Captain Joseph Folsom and railroad pioneer Theodore Judah founded the town site near the Negro Bar mining spot on the American River, in the vicinity of present-day Folsom. The two men named the site Granite City, which was laid out in 1855. In 1856, the first train on the first railroad in the West arrived in Granite City from Sacramento. The new town became a center for stage and freight lines which ran to the northern mining camps and farther northeast to Nevada. Following Captain Folsom's death, his successors renamed the town in his memory. By 1857, every lot in Folsom had been sold, and three new hotels had opened for business.

During the late 19th century Folsom experienced a surge of residential and infrastructure development. The State of California chose Folsom as the ideal site for a prison, and by 1880 Folsom State Prison (FSP) opened its gates to its first inmates. State engineers finished construction on the city's historic truss bridge in 1893 to transport people and livestock across the American River. In 1895 the Folsom Powerhouse was constructed, facilitating the first long-distance transmission of electricity: 22 miles from Folsom to Sacramento. The powerhouse operated continuously from 1895 to 1952. Today, both the original powerhouse building and the distribution point in Sacramento are listed as California Historical Landmarks.

Additionally, many buildings constructed in Folsom during the 1860s remain today, including the Wells Fargo building, built in 1860, and historic houses such as the Cohn House, which is listed as a National Landmark, and the Burnham Mansion and the Hyman House, both constructed during the late 19th century. By 1917, the Rainbow Bridge opened to accommodate automobiles. Folsom's Chamber of Commerce filed incorporation papers with the Secretary of State in 1946, officially establishing Folsom as a city.

Sutter Street (1900); courtesy myfolsom.com

During the late 20th century, Folsom experienced continual residential and community growth. Folsom Dam was built in 1955 to control flooding in Sacramento, and to provide hydroelectric power and recreation. Folsom Lake flooded the former mining town Mormon Island, which was all but a few farms by the time the dam was built. Johnny Cash put Folsom on the map with his hit single "Folsom Prison Blues". He later visited the prison to record an album in 1968. The city's economy centered primarily around the prison during this time. Intel came to town in 1984, ushering in thousands of residents, and trickling in to the local economy.

Johnny Cash at Folsom Prison (1968)

Major Trends

The City of Folsom last updated its General Plan in 1988. The world has changed in many ways since then. In 1988 the World Wide Web had not yet been created. Many of today's young workers were not born. This new General Plan responds to the trends of today as well as those that may affect the city in the future. By identifying trends we can ensure that any goals, policies, and implementation programs are timely and flexible enough for a changing world. The trends described below cover the demographic and economic shifts that may define Folsom today and into the future.

Trend #1: The Changing Nature of the American Household

The nuclear family has been on the decline for decades, and the 'traditional family' – mom, dad, and two kids – is now a minority. During the significant growth period for American suburbs – the 1970s – the nuclear family made up 40 percent of new households, whereas today it accounts for less than 20 percent of new households. According to an August 2013 report by the US Census, 66 percent of American households in 2012 were family households, down from 81 percent in 1970. Households growing the most include single women (including single mothers), domestic partners, and empty nesters.

What This Could Mean for Folsom

How does Folsom address this shift? Do we continue to plan and build for a shrinking segment of the housing market – single family homes – or encourage new housing types in the city? At any rate, new housing types should respect the local character and building intensities.

Trend #2: Driving Less

Today's young people are buying and driving cars less than previous generations. People 16 to 24 years of age have been obtaining driver's licenses more slowly than any generation since record keeping began. If car ownership rates by this generation were at the same levels as they were prior to 2000, there would be 5 million more cars on the road. The Federal Government's National Household Travel Survey recorded a 23 percent drop between 2001 and 2009 in annual miles traveled by people ages 16 to 34.

Previous generations placed a higher importance on vehicles as a part of their identity, while today's young people are connected virtually, reducing the need for a car as a means of expression. For some young people, the ability to be social without driving somewhere outweighs the costs associated with owning and driving a car.

The transportation needs of this generation have been replaced by car-sharing networks, bike-sharing networks, an increased willingness to use mass transit, and residence selection based on an ability to walk to necessary services.

What this Could Mean for Folsom

In light of these changes, Folsom sits at an important 'intersection.' With three light rail stations and a great recreational bicycle network, Folsom already has some of the necessary facilities to appeal to young people. In the future, Folsom could direct more resources, policy emphasis, and capital improvements to transit-oriented development around the transit stops and expanding the bicycle network to serve commuters. Likewise, resources can be directed to improve walkability. These changes could be supported by more dense, mixed-use nodes that would support living without the need for a private automobile.

Trend #3: The Changing Face of Employment

Technologies such as email, video conferencing, and portable computing make it easier for today's office workers to do their jobs remotely. This workplace technology revolution means less space is needed in physical offices and large office campuses. Workers may not need a dedicated office or desk, but may need access to meeting spaces for collaboration with other remote workers. These meeting spaces could exist within an office building, but today many workers may prefer meeting at a coffee shop in a mixed-use district that combines offices, residences, and services.

The design of workplaces is changing, as is their location. In the past, skilled employees moved to areas with jobs, but a new trend is emerging. Increasingly, employers are moving to where talented workers want to live. For example, many former Silicon Valley companies have moved to downtown San Francisco. Office space is significantly more expensive in downtown San Francisco, but these companies believe the cost is outweighed by locating near talented engineers.

Richard Florida, professor and author of books on America's "creative class," believes that communities that provide amenities that attract creative and skilled workers will be more successful at attracting high-wage jobs. These amenities include easy access to great recreation, a diverse population (supported by diverse housing choices and an open-minded citizenry), high quality foods, and areas with a vibrant night life.

What this Could Mean for Folsom

Folsom could create policies and incentivize developments that attract businesses looking for that "creative class" workforce. The developments could include a variety of housing types, access via multiple modes of transportation, and supporting retail and dining options. The City could support smaller technology companies through streamlined business start-up services, access to local venture capitalists, and continuing education for workers. Folsom could position itself as a magnet for entrepreneurs looking for a quality workforce but in a community with excellent family and recreational amenities.

Trend #4: Focus on Health as a Lifestyle Choice

A variety of smaller trends and campaigns – aging baby-boomers, a national conversation on health care, growing concerns over obesity and diabetes, increased interest in healthy foods – have come together to make health a hot topic and the new face of sustainability. In response to this trend, communities are now vying to be "the healthiest place to live." Colorado has set a goal to be the healthiest state in the nation. Community members' health can be influenced by the policies and design patterns of a city. For instance, sidewalks can encourage walking, the most popular exercise activity for Americans.

What this Could Mean for Folsom

Folsom already possesses many of the raw ingredients that contribute to healthy communities. These ingredients include ready access to great recreation outlets and access to fresh food. In some areas, however, Folsom still has opportunities to complete trail connections, install or improve sidewalks, and improve the overall walkable environments needed to support a healthy community. Folsom has an opportunity to evaluate the current state of its health and ways it can improve its health from a design, construction, and policy standpoint. Folsom already has a head start in this area compared to other communities, but more can be done to capitalize on existing assets and perhaps become the healthiest city in California.

Trend #5: Lifelong Learning

In today's knowledge-based economy, education is as important as coal and iron ore once were for an industrial economy. Education cannot stop at high school or even college. The provision of diverse, multi-generational education opportunities is critical for building a well-trained workforce that will attract leading employers, create new entrepreneurs that can succeed in a fast moving economy, and continue to support a vibrant and forward-thinking citizenry. Students provide only part of the vibrancy of cities with colleges and universities; much of the vibrancy comes from the constant influx of professors and lecturers, and provocative conversations and presentations they provide. When combined with new or existing industry, educational institutions can also create new research, business partnerships, and opportunities.

What this Could Mean for Folsom

The presence and rapid growth of Folsom Lake College (FLC) provides a significant asset for Folsom that should not be overlooked. This center for higher education, coupled with high quality elementary and secondary schools, provides a great foundation for Folsom to compete effectively in a knowledge-based economy. Partnerships between the City and the educational institutions could help integrate the schools with the community both physically and operationally. FLC's campus could serve as a catalyst for the development of a new business hub, further supporting housing, services, and food establishments, all while reducing reliance on driving and creating new centers of excitement and vitality.

Trend #6: Shifting Retail Preferences

With the growth of online shopping, consumers have many more choices about where they spend their money. Websites like Amazon.com often provide consumers with lower prices than brick-and-mortar retailers. Smartphones allow shoppers to comparison shop for the best value online when shopping at a conventional store. Increasingly, shoppers are completing their purchases on their smartphones. Online retailers will compete strongly against brick-and-mortar retailers that rely on convenience purchases or having the lowest prices. Brick-and-mortar shopping centers that can create an excellent shopping and entertainment experience will fare better. Consumers cannot stroll, window shop, meet friends for lunch, or try on clothes online.

What This Could Mean for Folsom

Folsom has a strong and growing retail economy that is responding to the changing retail landscape. The Palladio is an excellent example of a shopping center that creates an excellent shopping experience that cannot be replicated online. Shopping centers that do not offer that experience may have to retrofit their facilities or otherwise change to woo consumers away from their laptops and smartphones.

Vision and Guiding Principles

A general plan's vision and guiding principles provide direction and introduce key themes. All of the goals, policies, and implementation programs must be consistent with the vision and guiding principles.

The Vision and Guiding Principles are based on input from the community. The City received hundreds of comments from residents at the first Community Workshop in April 2013 and on the General Plan's online Town Hall Forum.

Vision

A vision statement is an aspirational description of what the community would like to be in the future. It is a summary of high level goals to be achieved by the updated General Plan. The vision provides the foundation for more specific goals, policies, and programs developed during the update process. The visioning process is valuable in identifying issues important to the community and in providing early direction for alternatives development and analysis.

The Folsom 2035 Vision

In 2035 Folsom is sought out by new residents and employers as the most desirable and prosperous city in which to live and work in the region. It has matured into a beautiful, vibrant, and sustainable city, with livable neighborhoods that are walkable, and full of amenities. At the same time, the city has maintained its close-knit, small-town feel and embraced its rich historical and natural heritage. Folsom is a healthy, safe, happy, and cohesive community.

Folsom is a prominent and innovative technology hub that is nationally recognized for its highly-educated and creative workforce, ample employment opportunities, excellent public schools, and distinguished institutions of higher education.

Folsom is a premier recreational and tourist destination in Northern California, offering a wide range of outdoor recreation opportunities, which support both its active lifestyle and healthy community status. The city serves as the gateway to the Sierra Foothill wine country and is a tourist destination of its own, given its historical and recreational offerings.

Guiding Principles

At the heart of the General Plan are "Guiding Principles" that express the key values and aspirations for Folsom's future and act as guideposts for the goals, policies, and implementation measures contained within the General Plan. These principles expand on the main ideas contained in the vision statement so that important concepts are given more weight. Guiding principles are purposefully broadly stated in order to guide the City throughout development of the updated General Plan. All general plan goals, policies, and implementation programs need to be consistent with the Vision and Guiding Principles.

The Folsom 2035 Guiding Principles

Guiding Principle #1: Maintain a close-knit, neighborly, family-friendly city with a small town feel

Preserve and enhance Folsom's small town charm by ensuring Folsom remains a safe, attractive, family-friendly community with social gathering places where neighbors can meet and interact. Inherent to that small-town feel is the Historic District, a complete small town preserved within the larger city.

Guiding Principle #2: Focus on Historic Folsom's Commercial District as a center of shopping, dining, and cultural attractions

Focus on maintaining Historic Folsom's Commercial District as a vibrant mixed-use district that offers high-quality housing, a dynamic nightlife, and rich cultural experiences for residents, families, and visitors. Preserve and enhance the historic area's pedestrian orientation, architectural integrity, and collection of unique, locally-owned businesses. Embrace the city's rich historical Gold Rush heritage and connections to the historic railroad by conserving and enhancing historical and cultural amenities and attracting visitors through cultural events and programs.

Guiding Principle #3: Promote town centers as social gathering places

Promote mixed-use, walkable districts that serve as social gathering places for the community. Ensure that all residents have convenient access to town centers by establishing several throughout Folsom.

Guiding Principle #4: Promote the revitalization of aging commercial corridors

Encourage pedestrian-oriented infill and redevelopment of Folsom's aging commercial corridors. Create mixed-use developments that take advantage of alternative transportation modes, where people can live, work, and shop.

Guiding Principle #5: Support the regional retail base

Expand Folsom's role as a regional retail center that provides a broad range of goods to area residents, ensures financial security for the city, and supports the high level of community services that Folsom residents enjoy.

Guiding Principles #6: Enhance gateways into Folsom

Signify arrival into Folsom by enhancing the major entryways into the community with context-appropriate solutions including landscaping, public art, and design that strengthen Folsom's unique identity.

Guiding Principle #7: Continue to be a premier recreation destination in Northern California

Enhance and expand Folsom's role as a premier outdoor recreation destination in Northern California by continually improving cultural resource activities and programs, recreation opportunities and quality including new bicycle trails, parks and open space, and sports facilities.

Guiding Principle #8: Brand Folsom as the "Gateway to the Foothill Wine Region"

Capitalize on Folsom's location near the wine country by expanding lodging and dining opportunities, and marketing Folsom as the "Gateway to the Foothill Wine Region."

Guiding Principle #9: Provide all residents with opportunities to live an active, healthy, and green lifestyle

Promote healthy lifestyles by enhancing opportunities for physical activity, healthy eating, and sustainable living.

Guiding Principle #10: Provide for a range of attractive and viable transportation options, such as bicycling, walking, rail, and transit

Support higher-density, mixed use, transit-oriented development near light rail stations and in core areas where alternative transportation modes are planned. Support transportation improvements that allow and encourage more residents, workers, and visitors to walk, bike, or use transit.

Guiding Principle #11: Provide a range of housing choices for all generations

Provide for a range of housing choices to ensure Folsom is a community for all generations, where children can grow, raise families, and age in place.

Guiding Principle #12: Preserve the High Quality of Folsom's Neighborhoods

Preserve the high quality of Folsom's neighborhoods by maintaining quality housing stock, walkability, convenient access to parks and trails, attractive landscaping, and functional and efficient infrastructure.

Guiding Principle #13: Foster economic growth and diversity to become recognized as one of the smartest cities in the region

Build a thriving innovation-based economy that creates new jobs and welcomes businesses and entrepreneurship. Support the incubation of new startups as well as the efforts of Folsom Cordova School District and Folsom Lake College to provide quality education to the community and beyond. Foster partnerships between educational institutions and local employers to grow a highly-educated local workforce.

Guiding Principle #14: Commit to high-quality design

Promote development that strengthens the physical form of the city, enhances livability, incorporates sustainable design practices, and fosters a unique sense of place through context-sensitive design and commitment to high-quality execution.

Guiding Principle #15: Foster a sustainable community for the next generation's benefit.

Balance resource conservation with economic growth to ensure that meeting today's needs does not compromise the ability of the community to meet future needs. Lead by example in municipal projects and daily operations through City commitments and policies to advancing best practices in sustainability. Conserve resources and reduce operational costs without sacrificing quality of life.

Guiding Principle #16: Integrate the "old" and the "new" areas of the city

Promote an integrated, cohesive city by connecting new development areas with the existing city fabric through pedestrian, bicycle, and transit linkages; harmonious design; and shared gathering places.

Guiding Principle #17: Embrace Folsom's Heritage

Embrace the city's rich historic and prehistoric heritage, preserving, restoring, maintaining, and enhancing heritage sites throughout the city.

Guiding Principle #18: Celebrate Folsom's Cultural Diversity

Recognize and celebrate the cultural diversity of Folsom residents.

Guiding Principle #19: Encourage citizen participation and good leadership

Facilitate active and meaningful community participation by maintaining a transparent and open government and actively seeking citizen input in the decision-making process. City government shall be guided by the public interest and be an active leader in maintaining and improving quality of life in Folsom.

General Plan Basics

Every city and county in California must have a general plan, which is the local government's long-term framework or "constitution" for future development. The general plan represents the community's view of its future and expresses the community's development goals. The general plan contains the goals and polices upon which the city council and planning commission will base their land use decisions. California State law requires that each city adopt a general plan "for the physical development of the city and any land outside its boundaries that bears relation to its planning." Typically, a general plan is designed to address the issues facing the city for the next 20 years.

The general plan is made up of a collection of "topical elements," of which seven are mandatory. The seven State-mandated elements are: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety (California Government Code Section 65302). Communities may include other elements that address issues of particular local concern, such as economic development or urban design. Communities can also organize their general plan anyway they choose, as long as the required issue areas are addressed. The following table shows how the elements of the Folsom 2035 General Plan are organized to meet the mandatory requirements of State law.

ELEMENTS OF THE FOLSOM 2035 GENERAL PLAN								
Folsom 2035 General Plan Elements	General Plan Elements Required by State Law							Optional Elements Allowed by State Law
	Land Use	Circulation	Housing	Conservation	Noise	Open Space	Safety	
Land Use	■							
Mobility		■						
Economic Prosperity								■
Housing			■					
Natural and Cultural Resources					■			
Public Facilities and Services								■
Parks and Recreation						■		
Safety and Noise					■		■	

The general plan is not to be confused with zoning. Although both the general plan and the zoning ordinance designate how land may be developed, they do so in different ways. The general plan has a long-term outlook. It identifies the types of development that will be allowed, the spatial relationships among land uses, and the general pattern of future development. Zoning regulates present development through specific standards such as lot size, building setback, and a list of allowable uses. However, the land uses shown on the general plan diagrams will usually be reflected in the local zoning maps as well. Development must not only meet the specific requirements of the zoning ordinance, but also the broader policies set forth in the general plan.

Structure of the Plan

The General Plan is made up of two documents: the Policy Document and the Background Report.

General Plan Policy Document

The Policy Document is the heart of the General Plan. It contains the goals and policies that will guide future decisions within the city and identifies implementation programs that will ensure the goals and policies in the General Plan are carried out. The Policy Document also contains a land use diagram, which serves as a general guide to the distribution of land uses throughout the city. The General Plan Policy Document contains elements as follows:

1. **Introduction**
2. **Land Use**
3. **Mobility**
4. **Economic Prosperity**
5. **Housing (separate document)**
6. **Natural and Cultural Resources**
7. **Public Facilities and Services**
8. **Parks and Recreation**
9. **Safety and Noise**
10. **Implementation**

Greenhouse Gas (GHG) Emissions Reduction Strategy

For selected policies and implementation programs, there is a globe icon ( ) next to the policy or program title. This indicates that the policy or program is included in the GHG Emissions Reduction Strategy integrated in to the General Plan. For more details, refer to Appendix A.

General Plan Background Report

The Background Report is a profile of Folsom as it exists today. The Background Report, which provides the formal supporting documentation for general plan policy, addresses ten subject areas: land use, housing, growth and development, transportation and circulation, open space and natural resources, parks and recreation, public facilities and services, air quality and greenhouse gas emissions, hazards and safety, and noise. The Report provides decision-makers, the public, and local agencies with a factual context for making policy decisions. The Background Report also serves as the description of existing conditions for the Environmental Impact Report (EIR) prepared on the General Plan.

Goals and Policies Readers' Guide

Each element contains the goals and policies that will be used by the City to guide future land use, development, and environmental protection decisions. A goal is a statement that describes in general terms a desired future condition or "end" state. Goals describe ideal future conditions for a particular topic and tend to be very general and broad. A policy is a clear and unambiguous statement that guides a specific course of action for decision-makers to achieve a desired goal.

SECTION HEADER
Identifies the section within the element.

ELEMENT TITLE
Identifies the element name on every page.

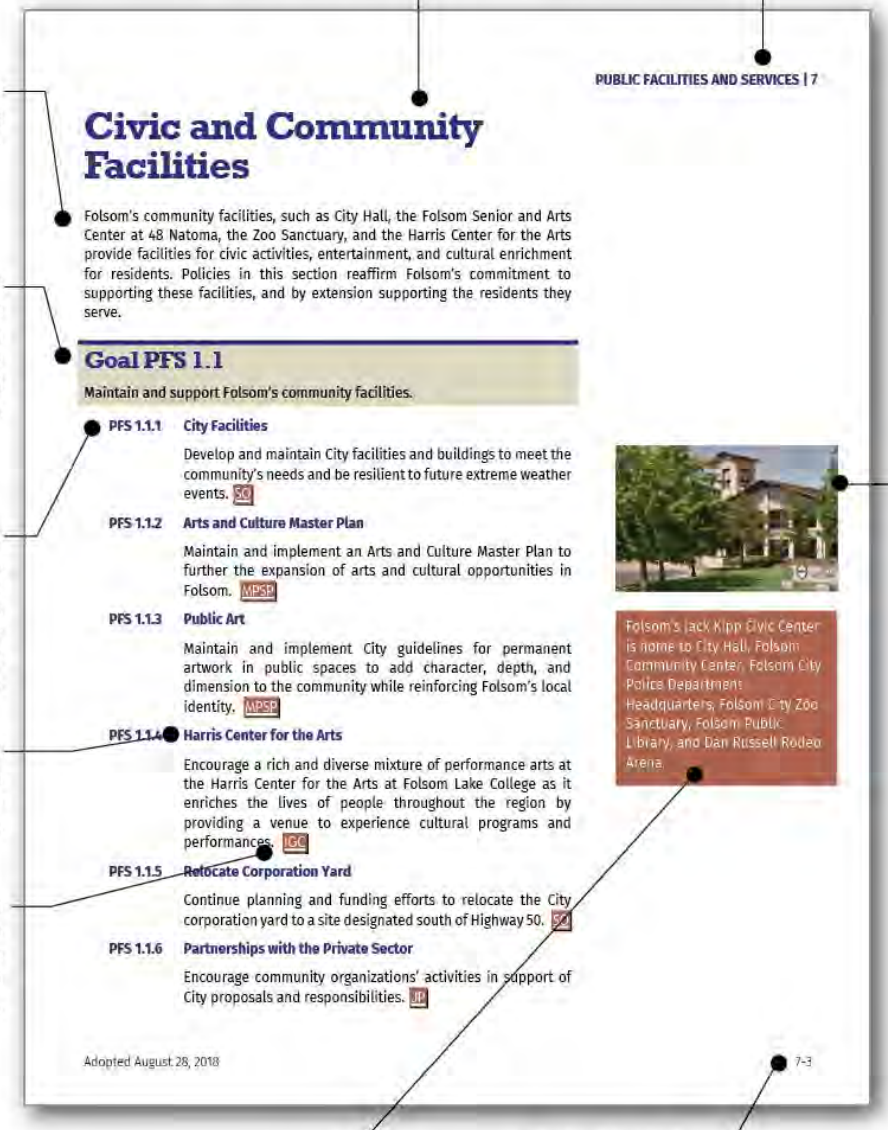
SECTION DESCRIPTION
Each section has information describing the associated section.

GOAL NUMBERING
Each goal number starts with the element acronym and is followed by an element section number and then the number of the goal (e.g., LU 8.1.1 – Land Use Element, Section 8, first goal).

POLICY NUMBERING
Continuing from the goal numbering, the policy number is shown as the last number, supporting the goal it follows (e.g., Policy LU 8.1.1 – first policy under the Land Use Element, Section 8, first goal).

POLICY TITLE
Each policy contains a leading title in bold for a quick reference to the policy text.

IMPLEMENTATION PROGRAM TAG
Each policy is followed by a set of letters in italics/parenthesis that identifies the type of tool or action the City will use to implement the policy.



PUBLIC FACILITIES AND SERVICES | 7

Civic and Community Facilities

Folsom's community facilities, such as City Hall, the Folsom Senior and Arts Center at 48 Natoma, the Zoo Sanctuary, and the Harris Center for the Arts provide facilities for civic activities, entertainment, and cultural enrichment for residents. Policies in this section reaffirm Folsom's commitment to supporting these facilities, and by extension supporting the residents they serve.

Goal PFS 1.1

Maintain and support Folsom's community facilities.

PFS 1.1.1 City Facilities

Develop and maintain City facilities and buildings to meet the community's needs and be resilient to future extreme weather events. SO

PFS 1.1.2 Arts and Culture Master Plan

Maintain and implement an Arts and Culture Master Plan to further the expansion of arts and cultural opportunities in Folsom. MPSP

PFS 1.1.3 Public Art

Maintain and implement City guidelines for permanent artwork in public spaces to add character, depth, and dimension to the community while reinforcing Folsom's local identity. MPSP

PFS 1.1.4 Harris Center for the Arts

Encourage a rich and diverse mixture of performance arts at the Harris Center for the Arts at Folsom Lake College as it enriches the lives of people throughout the region by providing a venue to experience cultural programs and performances. IGC

PFS 1.1.5 Relocate Corporation Yard

Continue planning and funding efforts to relocate the City corporation yard to a site designated south of Highway 50. SO

PFS 1.1.6 Partnerships with the Private Sector

Encourage community organizations' activities in support of City proposals and responsibilities. JP

Folsom's Jack Kipp Civic Center is home to City Hall, Folsom Community Center, Folsom City Police Department Headquarters, Folsom City Zoo Sanctuary, Folsom Public Library, and Dan Russell Rodeo Arena.

Adopted August 28, 2018

7-3

PAGE NUMBER
Shows the part and page number (e.g., LU-25 is Land Use, page 25).

NOTES, CROSS REFERENCES, AND CAPTIONS
Provides additional discussion of photographs and diagrams, and references to other areas of the General Plan where similar information can be found.

PHOTOGRAPHS AND DIAGRAMS
Graphically illustrates or shows an example of the intent of the goals and policies.

Implementation Programs Readers' Guide

To help ensure that appropriate actions are taken to implement the 2035 General Plan, the Plan includes a set of implementation programs. Implementation programs identify the specific steps to be taken by the City to implement the policies. They may include revisions of current codes and ordinances, plans and capital improvements, programs, financing, and other measures that should be assigned to different City departments after the General Plan is adopted. The types of tools or actions the City can use to carry out its policies and implementation programs generally fall into the eight categories listed below. These are explained in detail in the Administration and Implementation section, along with the specific implementation programs.

- Regulation and Development Review RDR
- City Master Plans, Strategies, and Programs MPSP
- Financing and Budgeting FB
- Planning Studies and Reports PSR
- City Services and Operations SO
- Inter-governmental Coordination IGC
- Joint Partnerships with the Private Sector JP
- Public Information PI

TIMELINE
Identifies an estimated timeframe for when the implementation program will be completed. Implementation programs may not be completed as indicated due to budget or resource constraints.

TABLE NUMBER AND NAME
Each section begins with a new table number and section name.

IMPLEMENTATION PROGRAM TEXT
Specific action(s) the City will take to implement the General Plan.

Table 9-2: Mobility Implementation Programs

	2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-1. Transportation Demand Management Adopt a citywide Transportation Demand Management (TDM) program that encourages residents to reduce the amount of trips taken with single-occupancy vehicles. The program shall be designed to achieve an overall 15 percent vehicle mile traveled (VMT) reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT. The City shall coordinate with employers to develop a menu of incentives and encourage participation in TDM programs. MPSP		X			
Implements Policy(ies): M 1.1.9, NCR 3.1.3					
Responsible Department(s): Community Development					
Supporting Department(s): Public Works					

SUPPORTING POLICY(IES)
Identifies which policy(ies) the implementation program supports.

RESPONSIBLE DEPARTMENT(S)/ SUPPORTING DEPARTMENT(S)
Identifies which City department(s) are responsible to see the specific implementation is completed and which City department(s), if necessary, will support the responsible department.

IMPLEMENTATION PROGRAM TAG
Each implementation program is followed by a set of letters in italics/ parenthesis that identifies the type of tool or action the City will use to implement the program.

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2 Land Use

Folsom's land use pattern continues to evolve. The goals and policies in this element acknowledge this evolution and apply to all areas of Folsom, from the historic core of Sutter Street to the new growth south of U.S. Highway 50. The Land Use Element focuses on creating a compatible and complementary mix of residential, employment, retail, mixed-use, and service uses that contribute to the city's economy, environment, and quality of life.

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Land Use Diagram and Standards

The Land Use Diagram depicts proposed land uses for Folsom through the year 2035 and beyond. The land uses are represented using designations–districts that specify the type and intensity of allowed land uses. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines.

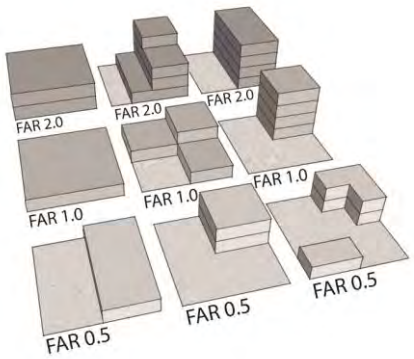
The following sections describe the land use designations appearing on the Land Use Diagram (Figure LU-1), and standards of residential density and building intensity for the land use designations.

Development Standards

These are legal standards of density for residential uses and standards of building intensity for nonresidential and mixed use. Specific plans, such as the Folsom Plan Area Specific Plan (FPASP), must match the land use development intensities and standards outlined in the Folsom General Plan. The following explains how these standards operate.

Density. Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre. The diagram below shows various building configurations representing different density ranges. Standards of population density can be determined based on an assumption of persons per household.

Floor Area-Ratio (FAR). Standards of building intensity for nonresidential uses, such as mixed-use, commercial, and industrial development, are stated as a range (i.e., minimum and maximum) of FARs. In the case of mixed-use developments that include residential uses, the FAR includes residential building square footage, and the development must meet both FAR and residential density standards.



An FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000-square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area. The diagram below shows various building configurations representing FARs of 0.50, 1.00, and 2.00.

While FAR provides for the overall development size and intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of very different character.

Land Use Designations

Table LU-1: Residential Designations	Density/Intensity Range
Single Family (SF) This designation provides for single-family detached homes.	2-4 Dwelling Units per Acre
Single Family High Density (SFHD) This designation provides for single-family detached homes and single-family attached homes that include duplexes, halfplexes, and zero-lot-line homes. This designation also provides for mobile home parks.	4-7 Dwelling Units per Acre
Multifamily Low Density (MLD) This designation provides for single-family and multifamily residential units, including small-lot SF detached, zero-lot-line homes, duplexes, halfplexes, townhouses, condominiums, and apartments.	7-12 Dwelling Units per Acre
Multifamily Medium Density (MMD) This designation provides for multifamily residential units, including townhouses, condominiums, and apartments.	12-20 Dwelling Units per Acre
Multifamily High Density (MHD) This designation provides for multifamily residential units in apartment buildings.	20-30 Dwelling Units per Acre

Table LU-2: Commercial Designations	Density/Intensity Range
General Commercial (GC) This designation provides for a wide range of retail, office, lodging, and service uses. Typically, general commercial parcels accommodate power centers, lifestyle centers, and freestanding stores or offices.	FAR: 0.2-0.5
Community Commercial (CC) This designation provides for community-based retail and service uses intended to serve residential neighborhoods within the city.	FAR: 0.2-0.5
Regional Commercial Center (RCC) This designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses. Uses in this district will serve the entire region.	FAR: 0.2-1.0
Auto-Oriented Commercial (AOC) This designation provides for vehicular sales and service.	FAR: 0.1-0.3

Table LU-3: Mixed Use Designations	Density/Intensity Range
Mixed Use (MU) This designation provides for a mixture of commercial and residential uses that are mutually compatible by encouraging high-quality, innovative site design. This designation allows for multifamily housing as well as shops, restaurants, services, offices, hospitality, and other compatible uses.	20-30 Dwelling Units per Acre FAR: 0.5-1.5
Historic Folsom Mixed Use (HF) This designation provides for a mixture of commercial and residential uses designed to preserve and enhance the historic character of Folsom's old town center.	20-30 Dwelling Units per Acre FAR: 0.5-2.0

Table LU-4: Employment/Industrial Designations	Density/Intensity Range
Industrial/Office Park (IND) This designation provides for office, research and development, wholesale, light industrial and similar uses. Uses that support the primary uses, such as restaurants, are also allowed.	FAR: 0.2-1.2
Professional Office (PO) This designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses.	FAR: 0.2-0.5

Table LU-5: Public Designations	Density/Intensity Range
Public and Quasi-Public Facility (PQP) This designation supports the needs of the community by providing for governmental, civic, cultural, health, education, and infrastructure uses.	FAR: 0.2-1.0
Parks (P) The Parks land use designation provides for active and passive recreational opportunities in Folsom.	FAR: 0.0-0.1
Open Space (OS) The Open Space land use designation encompasses the preserved natural open space areas of Folsom.	FAR: 0.0-0.1

Table LU-6: Overlay Designations	Density/Intensity Range
East Bidwell Corridor (EBC) Overlay This overlay designation gives property owners along the East Bidwell Corridor the flexibility to develop sites as mixed use. It provides for a mixture of commercial and residential uses that are mutually compatible along East Bidwell Street. This designation balances existing commercial uses with future mixed-use development. This designation allows for multifamily housing as well as shops, restaurants, services, offices, and other compatible uses.	20-30 Dwelling Units per Acre FAR: 0.5-1.5

General Plan Planning Area

The Planning Area is the geographic area for which the General Plan establishes policies about future urban growth, long-term agricultural activity, and natural resource conservation. State law requires each city to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Planning Area for the Folsom 2035 General Plan includes the entire city limits and approximately 5,600 acres of unincorporated land outside the city limits, as shown in Figure LU-1.

The Planning Area includes two projects that have been approved by Sacramento County: Glenborough and Easton Place. Glenborough at Easton is a 1,208-acre mixed-use community providing a variety of land uses, transportation options, employment opportunities, housing diversity, and active and passive recreational uses. The project has been approved by the County for 3,239 housing units, 699,500 square feet of commercial and office space, and 513 acres of parks and open space. The 2.6-mile, 270-acre Alder Creek open space area offers habitat for many riparian plant and animal species, as well as wildlife and trail connections to the American River Parkway system.

Easton Place consists of 183 acres centered on the existing Hazel Avenue light rail station on Folsom Boulevard. The majority of Easton Place is located within a half-mile radius of the light rail station, which will also serve as a center for local and regional bus transit service. Easton Place is a mixed-use, transit-oriented community close to Highway 50, Hazel Avenue, and Folsom Boulevard. The project has been approved by the County for 1,644 housing units, 3,527,900 square feet of commercial and office uses, and 7.5 acres of parks and open space.

Combined, Easton Place and Glenborough at Easton represent 1,391 acres, 4,883 housing units, and over 4,2 million square feet of commercial and office space. Approximately 37 percent of the combined acreage (521 acres) is devoted to parks and open space and, in addition to the Alder Creek corridor, includes 165 acres of additional open space, 60 acres of parks, a 26-acre community resource area, and over nine miles of trails. Three schools, two fire stations, one public safety center, and a library are also included, as is parallel road capacity to Highway 50.

The projects are fully entitled, including the certification of the EIR; the 404 permit has been obtained; the water supply is established and will be provided by the City of Folsom; school mitigation and park development agreements have been approved; Phase 1 improvement plans have been prepared; and the structures for CFD financing districts have been approved.

The area south of White Rock Road within the General Plan Planning Area is outside the city limits and Sphere of Influence, and within unincorporated Sacramento County. The area largely consists of grazing land, but also includes gravel quarries and a section of the Prairie City State Vehicular Recreation Area. The City is exploring potentially relocating the City Corporation Yard within this area. The Sacramento County 2030 General Plan designates this area as General Agriculture. However, the 2050 Sacramento Regional Blueprint identifies this area as “vacant urban designated land.” Given the location adjacent to Folsom City limits, the potential impacts of truck traffic from the quarries, and the proposed location of the City corporation yard, it is important that the City stay abreast of activities within this area for potential impact on the City of Folsom.

Since 1996, the City of Folsom has been in a Memorandum of Understanding (MoU) with the Local Agency Formation Commission and Sacramento County. The MoU guarantees that the City will be notified of any land use changes in the Area of Concern adjacent to the southern edge of the current Sphere of Influence, as any land use changes or other governmental actions taken by Sacramento County will impact the City of Folsom.

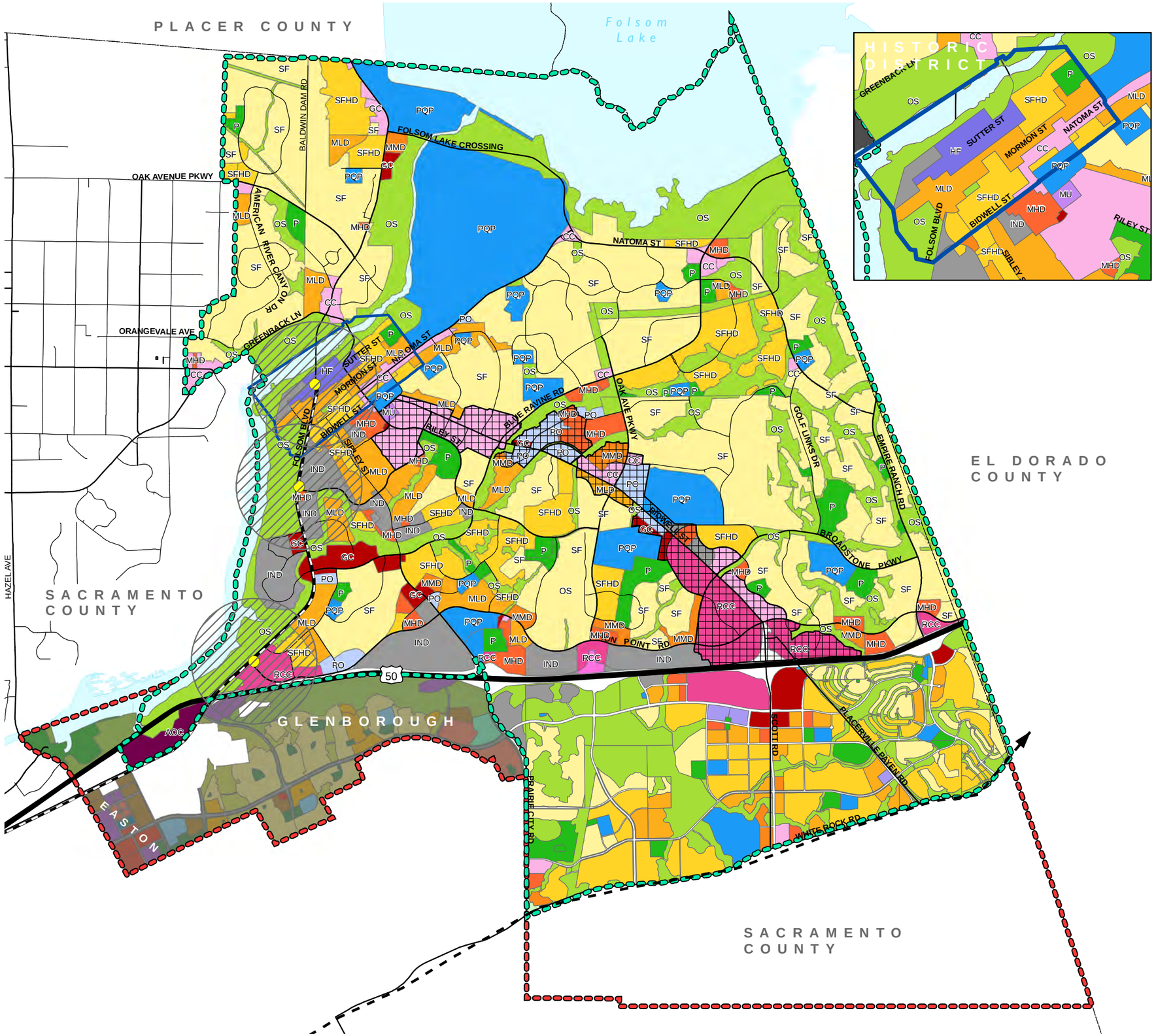


Figure LU-1:

City of Folsom

Folsom 2035 Land Use Diagram

- Planning Area
- Folsom City Boundary
- County Boundary
- Historic District
- Light Rail Station
- Light Rail Line
- SACOG Transit Priority Area (half-mile radius)

Residential

- SF - Single Family
- SFHD - Single Family High Density
- MLD - Multifamily Low Density
- MMD - Multifamily Medium Density
- MHD - Multifamily High Density

Commercial

- GC - General Commercial
- CC - Community Commercial
- RCC - Regional Commercial Center
- AOC - Auto-Oriented Commercial

Mixed Use

- MU - Mixed Use
- HF - Historic Folsom Mixed Use

Employment/Industrial

- IND - Industrial/Office Park
- PO - Professional/Office

Public

- PQP - Public and Quasi-Public Facility
- P - Parks
- OS - Open Space

Overlays

- East Bidwell Mixed Use Overlay

**Development is not allowed on any open space lands within SACOG Transit Priority Areas.*

0 0.5 1 2

Miles

Date: 05-24-2018

Source: City of Folsom, 2016; County of Sacramento, 2009; SACOG, 2009; Mintier Harnish, 2017.

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Growth and Change

Folsom has grown considerably since its founding in the 1800s and incorporation in 1946. Throughout its history Folsom's growth has led to prosperity, and policies in this section aim to continue that legacy. Some policies are continuations of successful long-standing City policies, while others are new and reflect contemporary planning practices and anticipate future challenges and opportunities.

Goal LU 1.1

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

LU 1.1.1 Zoning Ordinance

Ensure that the Folsom Zoning Ordinance is consistent with the policies and programs of the General Plan. RDR

LU 1.1.2 Land Use Cooperation

Coordinate with Sacramento, Placer, and El Dorado Counties, as well as the Sacramento Area Council of Governments (SACOG) and Sacramento Local Agency Formation Commission (LAFCo), on land use decisions that may impact Folsom. IGC

LU 1.1.3 Annexation and Services

Require applicants applying for annexation of lands to the city to demonstrate the financial benefit to the City. RDR

LU 1.1.4 Sphere of Influence for Corporation Yard

Coordinate with LAFCO to revise the Sphere of Influence to permit the new corporation yard. IGC

LU 1.1.5 Specific Plans

Require the adoption of specific plans for new growth areas. MPSP

LU 1.1.6 Compact Development Patterns

Encourage compact development patterns that support walking, bicycling, transit usage, and more efficient use of land. MPSP

LU 1.1.7 Concentrated Development

Allow project applicants to concentrate the proposed development on a portion of the site through the clustering

of buildings to encourage the preservation of open spaces, cultural resources, and natural features of the landscape. RDR

LU 1.1.8 Preserve Natural Assets

Maintain the existing natural vegetation, landscape features, open space, and viewsheds in the design of new developments. RDR

LU 1.1.9 Preserve Historic Resources

Recognize the importance of history in the City of Folsom, and preserve historic and cultural resources throughout the city, to the extent feasible. RDR

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. SO

LU 1.1.11 Vacant and Underutilized Sites

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

LU 1.1.12 Infill Development

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

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

2. *Work with neighbors.* Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood

input while fulfilling the community's larger goals for walkability and compact development. JP

LU 1.1.13 Sustainable Building Practices

Promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable. RDR

LU 1.1.14 Promote Resiliency

Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations, as well as upstream, neighboring, and regional groups to effectively partner on and promote the issues relating to air quality, renewable energy systems, sustainable land use, adaptation, and the reduction of greenhouse gas (GHG) emissions. JP

LU 1.1.15 SACOG Blueprint Principles

Strive to adhere to the Sacramento Regional Blueprint Growth Principles (see Appendix B). IGC

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. IGC

Urban Centers

In 2015, Folsom is a city with two distinct urban centers. Historic Folsom, the long-time heart of the city, is the first urban center. The Broadstone District, with the Palladio at the center, is a newer urban town center. Between now and 2035 the South of Highway 50 Town Center will begin construction. Folsom has other important centers of activity; the three identified here serve large, geographically-distinct areas and offer a wide range of amenities.

With three distinct centers, Folsom will have gathering places near every Folsom resident. Residents can attend an event, shop, and dine within a short walk, bike ride, or drive from their homes. Policies in this section consider this overall city structure and support and enhance urban centers. This focus on creating and enhancing urban centers reflects the broader goal of the General Plan, which is that people, and not the automobile, are at the center of Folsom's planning today.

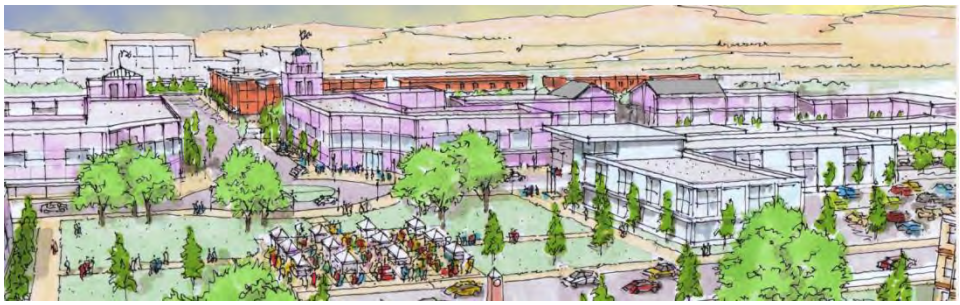
Historic Folsom

Historic Folsom has been a center for the city since California's Gold Rush and its compact, interconnected streets are an example of 'old urbanism.' In recent years the City has undertaken several projects to rejuvenate the district. The City built a new parking garage and refurbished a historic railroad turntable. In 2011 the City worked with area merchants to revitalize historic Sutter Street. Historic Folsom is also the final stop on the Gold Line light rail that takes passengers as far as Downtown Sacramento.

Broadstone District

The Broadstone District is Folsom's newest shopping and entertainment district. The Palladio, a "lifestyle center" that arranges shopping, dining, and entertainment options in a walkable layout, forms the heart of the Broadstone District. The Palladio is ringed by other new shopping and dining options and as the District grows, additional offerings, connections, and housing will allow it to mature into a true mixed-use center.

South of Highway 50 Town Center



This urban center is still in the planning stages. The Folsom Plan Area Specific Plan sets the course for development south of Highway 50 and describes the town center as a place with a mix of retail, high-density housing, and employment uses. This town center will serve as a community focal point for the entire new development south of Highway 50.

Goal LU 2.1

Develop and support thriving urban centers that serve as community gathering places.

LU 2.1.1 Historic Folsom

Maintain the existing street fabric and pattern and enhance the tourist-oriented, historic commercial uses in the Historic Folsom commercial areas to preserve the unique character of Folsom's historic center and support local business. RDR

LU 2.1.2 Broadstone District

Encourage a mix of uses, including an emphasis on high-density residential, and pedestrian- and bicycle-friendly street patterns in the Broadstone District to increase its functionality as a vibrant gathering place for the community. RDR

LU 2.1.3 South of 50 Town Center

Encourage the establishment of a town center south of Highway 50 that serves as a community gathering place. The town center should be easily accessible by all modes of transportation and have a fine-grained mix of uses, including retail, service, residential, public, entertainment, and recreation uses that creates a walkable environment. RDR

Mixed-Use Districts

Policies in this section support the development of mixed-use districts in appropriate areas, particularly along East Bidwell Street. Mixed-use districts consist of three or more different uses, including office, retail, entertainment, civic, and housing. They are nodes of activity that support walkable, urban lifestyles. Mixed-use districts provide a diversity of housing types, the kind that often attracts young, educated workers, a demographic critical to the continued economic vitality of Folsom. Empty nesters, who want to stay in their community but no longer want the maintenance or costs associated with a detached home, are attracted to mixed-use districts. Mixed-use designations give property owners additional flexibility. If they choose to redevelop their property, they can choose a range of uses to meet existing or growing market needs. Or they can maintain the existing site uses until the market demands a more diverse and intense land use.

Goal LU 3.1

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

LU 3.1.1 Mixed-Use Nodes

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

LU 3.1.2 Districts and Corridors

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

LU 3.1.3 Mixed-Use Design

Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor spaces adjacent to sidewalks. RDR

LU 3.1.4 Compatibility with Adjoining Uses

Encourage development and redevelopment of higher-density mixed-use development within districts and along corridors to be compatible with adjacent land uses, particularly residential uses. RDR

LU 3.1.5 East Bidwell Street

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

LU 3.1.6 Central Commercial District

Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road. RDR

LU 3.1.7 Creekside District

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

LU 3.1.8 College District

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

Successful college districts provide housing, shopping, dining, and services uses that cater to college students.

Transit-Oriented Development

Transit-oriented development (TOD) is development that combines street patterns, parking management strategies, and building density to take advantage of nearby transit service. Typically, TOD works best with high-frequency transit lines such as light rail and frequent bus service. Folsom is served by Regional Transit's Gold Line light rail that connects Historic Folsom to the Sacramento Valley Station in downtown Sacramento. There are three Gold Line stations in Folsom, each with a different amount of existing surrounding development and commuter parking nearby.

Every four years the Sacramento Area Council of Governments (SACOG) prepares a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento Region. The 2016 MTP/SCS identifies Transit Priority Areas (TPAs), which are areas within one-half mile of major transit stops or high-quality transit corridors. The MTP/SCS identifies three TPAs: one around each of the three light rail stations. With the passage of SB 375 in 2008, there are a variety of CEQA streamlining benefits available to projects that are consistent with the MTP/SCS, particularly projects within TPAs.

Historic Folsom Station

Historic Folsom Station is at the west end of Sutter Street, the spine of the historic district. The City's corporation yard is within a quarter mile of the station, and the City is planning on vacating the site by 2035. The site south of Leidesdorff Street and north of Sutter Street is vacant. Both sites could be appropriate for transit-oriented development. The Historic District differs from the rest of Folsom, and while the policies in this section apply to all the stations, development that is appropriate at the Glenn Station or Iron Point Station might not be appropriate around the Historic Folsom Station.

Glenn Station

Glenn Station is at the intersection of Folsom Boulevard and Glenn Drive. A park-and-ride lot and the Kikkoman Foods facility surround the east side of the station, making it a useful station for people commuting in and out of town. The State Department of Parks and Recreation and the United States Bureau of Reclamation manage the land to the west of Folsom Boulevard, including the dredge tailings that cover most of the site. The American River Bike Trail runs on the west side of the site. Any changes in this area would require close coordination with the State Department of Parks and Recreation.

Iron Point Station

The Folsom Premium Outlets anchor the Iron Point Station. Other retail options, including a hotel and movie theater, help create a shopping and retail hub. On the northwest side of Folsom Boulevard, the American River Bike Trail weaves through the Willow Creek Recreation Area. New transit-oriented development, particularly mixed-use development, would likely occur only if existing retail sites were redeveloped.

Folsom may also be served by new transit lines and stations in the future. A frequent bus line may be built in the area south of Highway 50. In addition, the Gold Line may be expanded to serve other areas in Folsom. Folsom has development opportunities around existing stations and possible development opportunities around future stations.

The existing transit-oriented development focus areas are shown on the Land Use Diagram as circles with a quarter-mile radius around the station. A quarter-mile is roughly the distance a person would be willing to walk to reach a transit station. The focus area boundaries are not absolute and sites just outside the boundaries on the map may be suitable for transit-oriented development. Policies in this section aim to encourage successful, dense transit-oriented development near transit stations.

Goal LU 4.1

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

LU 4.1.1 Public/Private Partnerships

Coordinate with other public agencies and members of the business and real estate communities when supporting transit-oriented development in Folsom. IGCJP

LU 4.1.2 Mix of Uses Near Station

Encourage new development around transit stations that mix retail with a variety of housing and employment options to transform Folsom stations into destinations that take advantage of public investment in transit. RDR

CEQA BENEFITS PROVIDED BY SB 375 The CEQA benefits provided by SB 375 apply to three types of projects. Below is a summary of the types of development projects eligible for these CEQA benefits, specific qualifications for each project, and the types of CEQA streamlining available to each type of project.		
Project Type	**Qualifications**	**Streamlining Benefits**
Mixed Use Residential	• At least 75% of total building square footage for residential use • Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS OR • A Transit Priority Project as defined below	Environmental documents are not required to reference, describe or discuss: 1) growth-inducing impacts, 2) impacts on transportation or climate change of increased car and truck VMT induced by project, 3) reduced-density alternative to project.
Transit Priority Project	• At least 50% of total building square footage for residential use OR • If 26–50% of total building square footage is non-residential, a minimum FAR of 0.75 • Minimum net density of 20 du/acre • Within 0.5 miles of major transit stop or high-quality transit corridor included in the regional transportation plan (No parcel more than 25% further, and less than 10% of units or no more than 100 units further than 0.5 miles) • Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS	Benefits described above PLUS option to review under a "Sustainable Communities Environmental Assessment" • An Initial Study is prepared identifying significant or potentially significant impacts. • Where the lead agency determines that cumulative impacts have been addressed and mitigated in the MTP/SCS, they will not be "considerable." • Off-site alternatives do not need to be addressed. • Deferential review standard – the burden of proof for legal challenge is on the petitioner/plaintiff. • Traffic control/mitigation may be covered by the MTP/SCS.
Sustainable Communities Project	Everything for Transit Priority Project PLUS: • Served by existing utilities • Does not contain wetlands or riparian areas • Does not have significant value as a wildlife habitat and does not harm any protected species • Not on the Cortese List • Not on developed open space • No impacts to historic resources • No risks from hazardous substances • No wildfire, seismic, flood, public health risk • 15% more energy-efficient than CA requirements and 25% more water-efficient than average for community • No more than 8 acres • No more than 200 units • No building greater than 75,000 square feet • No net loss of affordable housing • Compatible with surrounding industrial uses • Within 1/2-mile of rail/ferry or 1/4-mile of high quality bus line • Meets minimum affordable housing requirements as prescribed in SB 375 OR in-lieu fee paid OR 5 acres of open space per 1,000 residents provided	Exempt from CEQA

LU 4.1.3 Maximize TOD-Related CEQA Streamlining Benefits

Assist property owners and developers interested in building high-density housing and employment within SACOG Transit Priority Areas (i.e., one-half mile of light rail stations) to maximize CEQA streamlining benefits available through SACOG's MTP/SCS. RDR

LU 4.1.4 Restrict Auto-Oriented Uses Around Transit Stations

Restrict new auto-oriented uses (e.g., automobile repair, gas station, car wash, drive through restaurants, mini storage facilities) within one-quarter mile of light rail stations. RDR

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. SO

LU 4.1.6 Parking Management

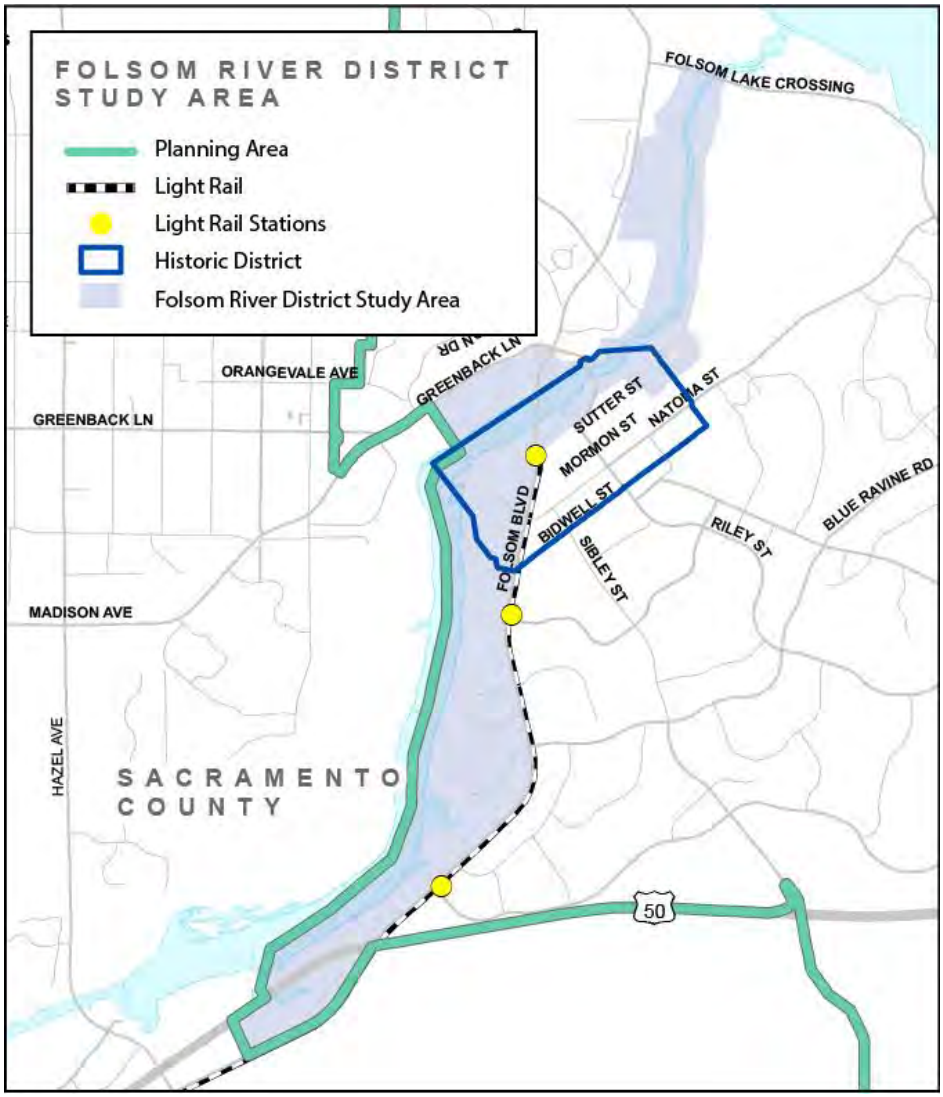
Develop long-term parking management approaches that decrease the amount of land dedicated to surface parking while maintaining parking capacity. Solutions may include parking structures or shuttles to nearby parking. SO

LU 4.1.7 Corporation Yard Special Study

Prepare a study of the existing Folsom corporation yard site to determine the best use for the site when Folsom moves its corporation yard. MPSP

River District

The riverfront areas of Folsom are great assets that are currently underutilized. While they offer recreational opportunities for Folsom residents, access to the river is limited. Folsom has the opportunity to make the river a more integral part of the community fabric by turning its attention to the river and increasing access. The General Plan policies in this section call for the preparation of a River District Master Plan. Much of the land surrounding the river is controlled by the California State Parks Department, so increasing access to the river will require close coordination with the State. Policies in the Parks and Recreation Element provide further guidance on the enhancement of riverfront areas and increased access for recreation.



Goal LU 5.1

Support the appropriate enhancement of Folsom's riverfront areas for current and future residents in order to increase public access, recreational opportunities, and economic development in consultation with federal, state, and regional public land management agencies.

LU 5.1.1 Vision for the River District

Engage the community, stakeholders, and federal, state, and regional land management agencies in establishing a vision for Folsom's River District. MPSP

LU 5.1.2 River District Master Plan

Consider the preparation of a River District Master Plan for Folsom's riverfront area, that is based on widespread community engagement as well as coordination with the U.S. Bureau of Reclamation, California Department of Parks and Recreation, and Sacramento County Regional Parks Department. MPSP

LU 5.1.3 Enhance Lake Natoma with Compatible Recreation Uses

Enhance the role of Lake Natoma as a place to recreate and an amenity for Folsom residents, and elevate Lake Natoma's role in supporting local and regional business and commerce, including tourism, recreation and leisure, while maintaining compatibility with the Folsom Lake State Recreation Area General Plan. Invest in strategically-located sites along the length of Lake Natoma for a diverse mix of passive and active recreation and tourism activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage. MPSP

LU 5.1.4 Honor Folsom's Heritage

The River District Master Plan should include a means of honoring and interpreting Folsom's heritage within the Historic District. MPSP

Residential Neighborhoods

Successful and stable neighborhoods are key to Folsom's long-term prosperity and quality of life. Folsom's historic neighborhoods fan out in a grid south of Sutter Street. Most of Folsom's neighborhoods outside of the historic district were designed and developed as part of a master plan, planned unit development, or specific plan. Policies in this section provide for the protection, maintenance, and enhancement of Folsom's residential neighborhoods.

Goal LU 6.1

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

LU 6.1.1 Complete Neighborhoods

Encourage the establishment of "complete neighborhoods" that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities. RDR

LU 6.1.2 Historic Folsom Residential Areas

Preserve and protect the residential character of Historic Folsom's residential areas. RDR

LU 6.1.3 Efficiency Through Density

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

LU 6.1.4 Open Space in Residential Developments

Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres and, or parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common

areas, landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase. RDR

LU 6.1.5 Off-Street Parking

Require sufficient off-street parking for residents be included in the design of all residential projects. Off-street parking for guests shall be included in the design of all multifamily projects. The City shall allow for reduced parking requirements for high-density residential and mixed-use developments near transit stations. RDR

LU 6.1.6 Senior and Convalescent Housing

Encourage the development of independent living, assisted living, and convalescent housing facilities that provide health care for seniors. Proposed facilities shall be evaluated based on the location and impacts on services and neighboring properties, and not on a density basis. Independent living facilities should be located in walkable environments to improve the health and access of residents. RDR

LU 6.1.7 Residential Densities in Area Plans and Specific Plans

Allow residential densities within an area plan or specific plan to vary, provided that the overall dwelling unit buildout within the plan area shall not exceed that authorized by the General Plan. RDR

LU 6.1.8 Home-Based Businesses

With issuance of a home occupation permit, allow home offices and home-based businesses that are compatible with the character of the residential unit and do not significantly impact the neighborhood. RDR

LU 6.1.9 Religious Institutions

Require religious institutions in residential neighborhoods be designed to be compatible with the residential character of the neighborhood and include:

1. Access to the property via an arterial or collector street;
2. The screening of parking with landscaping and/or materials that will blend with surrounding natural and constructed features of the neighborhood; and
3. The shielding of adjacent residential properties from direct light and glare from the property. RDR

LU 6.1.10 Enhanced Walking and Biking

Where volume-to-capacity analysis demonstrates that bike lanes and pedestrian improvements can be included in the public right-of-way, encourage opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:

- introducing new pedestrian and bicycle connections;
- adding bike lanes and designating and signing bike routes;
- narrowing streets where they are overly wide;
- introducing planting strips and street trees between the curb and sidewalk; or
- introducing appropriate traffic-calming improvements. RDR FB

Commercial Centers

Commercial centers consist of office, retail, service, and entertainment uses. Folsom's commercial centers meet the needs of residents and attract shoppers from the entire region. Commercial centers create jobs for Folsom's workforce and provide critical sales tax revenue to fund the City's efforts to ensure a high quality of life for residents. Policies in this section support Folsom's commercial centers and ensure their long-term success.

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 goods and services, and businesses compatible with Folsom's quality of life.

LU 7.1.1 Standards for Commercial Uses

Require new commercial uses to be subject to design and parking standards for:

1. The number and location of allowed curb cuts;
2. Landscaping or parking areas;
3. The location, size, number, and construction of signs; and
4. The configuration and design of commercial buildings.
5. Provision of designated, defined bicycle routes from public right-of-way to bicycle parking/pedestrian corridors. RDR

LU 7.1.2 Enhance Vitality of Commercial Areas

Encourage development of underutilized and vacant parcels in commercial zones to improve the aesthetic appearance and enhance the vitality of commercial areas. RDR

LU 7.1.3 Commercial Expansion

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

LU 7.1.4 "Strip" Commercial Uses

Prohibit new "strip" center development patterns along arterial streets. Strip centers are characterized by low-density commercial frontage with parking in front of the building and multiple access driveways. RDR

LU 7.1.5 Open Space

Require all commercial development and commercial portions of mixed-use development to contain at least 10 percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. Developments in mixed-use designations in the FPASP shall provide at least five percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. RDR

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. RDR

LU 7.1.7 Hotels

Encourage the development of hotels and related convention facilities within commercial and mixed-use districts, with an emphasis on high-quality development. MPSPRDR

Employment/Industrial Uses

Folsom's excellent quality of life depends on a strong local economy with good paying jobs that are stable for both the existing and future economy. Supportive land use policies can help attract and retain employers. Policies in this section create a land use policy framework aimed at retaining and attracting new employers while mitigating any negative impacts of employment uses on the rest of the community.

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.

LU 8.1.1 Industrial Expansion

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

LU 8.1.2 Small-Scale Industrial

Ensure the Zoning Ordinance allows opportunities for small-scale industrial and service commercial uses (e.g., auto repair) while considering impacts on nearby residential neighborhoods. MPSP

LU 8.1.3 Clusters

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

LU 8.1.4 Adjacent Uses and Access

Discourage industrial development in locations where access conflicts with neighboring land uses. RDR

LU 8.1.5 Transit

Encourage new employment uses to locate where they can be easily served by public transit. Transit centers should be incorporated into the project, when appropriate. RDRSO

LU 8.1.6 Internal Circulation

Require industrial/office parks be designed with internal circulation and incorporate buffering and landscaped setbacks to minimize potential adverse impacts on adjacent land uses. RDR

Community Design

Folsom has a strong tradition of high-quality design that establishes a unique identity. Policies in this section further solidify and advance Folsom's overall community look and feel. The policies build on Folsom's design heritage and continue to push the boundaries of good community design.

Goal LU 9.1

Encourage community design that results in a distinctive, high-quality built environment with a character that creates memorable places and enriches the quality of life of Folsom's residents.

LU 9.1.1 Combine Driveways

Encourage property owners in retail corridors to reduce the number of driveways along arterial roads. When possible, property owners should cooperate through reciprocal access and parking or similar agreements linking parking lots to minimize traffic congestion on the arterial road. RDR

LU 9.1.2 Retail Development Design Standards

Develop, maintain, and implement design standards for retail development to ensure retail districts have well-developed landscape buffers, decorative treatments to building facades, and a variety of building heights and roof lines. RDR MPSP

LU 9.1.3 Eliminate Large Blocks

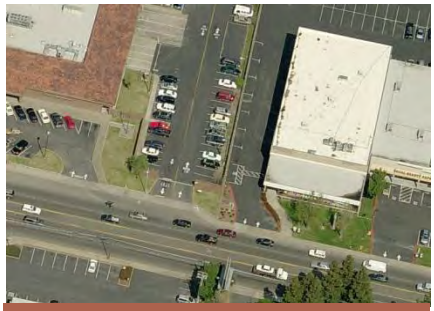
Encourage the insertion of new streets or pedestrian ways in large "super blocks" that do not have public streets bisecting them. These large blocks are common in retail corridors and can reduce pedestrian and bicycle connections to these areas. RDR

LU 9.1.4 Gateways

Continue to establish key gateways to Folsom through landscape design, appropriately-scaled signage, building form, and historic themes to create a unique sense of place. MPSP

LU 9.1.5 Pedestrian-Friendly Entrances

Encourage automobile-oriented business districts to provide clear and legible entry features, connected by pedestrian-friendly walkways. RDR



These two strip malls in another community have four driveways nearly adjacent to each other. This creates an unsafe and unpleasant environment for pedestrians and drivers.

Some communities use arches or highly visible signage to signify a community gateway. The Johnny Cash Bridge serves as a gateway into Folsom.

LU 9.1.6 Community Beautification

Encourage the landscaping of public rights-of-way and planting of street trees to beautify Folsom consistent with water-wise policies. SO RDR

LU 9.1.7 District Identity

Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes. RDR

LU 9.1.8 Cool Paving

Identify opportunities to use cool paving materials and consider the use of permeable pavement for streets and trails, where feasible. SO RDR

LU 9.1.9 Passive Solar Access

Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access. RDR

LU 9.1.10 Renewable and Alternative Energy Generation Systems

Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments. RDR

3 Mobility

This Element contains goals, policies, and implementation programs that ensure a safe, efficient, and convenient transportation network for Folsom residents and visitors. Folsom's transportation network is designed to serve all modes, including walking, bicycling, driving, and riding mass transit. A strong transportation road network supports local business and industry, and trails and paths provide facilities for passive recreation.

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General Mobility

Folsom's transportation system serves both regional and local travel needs across a broad spectrum of modes. A multi-modal transportation system can relieve roadway congestion, better serve the needs of all residents, and improve the health and well-being of those who choose to walk and ride a bicycle. Folsom uses a complete streets approach to the design of its transportation facilities. Complete streets are designed with all users in mind, and may include sidewalks, bikeways, dedicated transit lanes, and intersections with enhanced safety features for bicyclists and pedestrians. Policies in this section guide the overall provision of a balanced multi-modal system of transportation facilities and services in Folsom.

Figure M-1 shows the General Plan Circulation Diagram depicting the roadway classifications used in Folsom.

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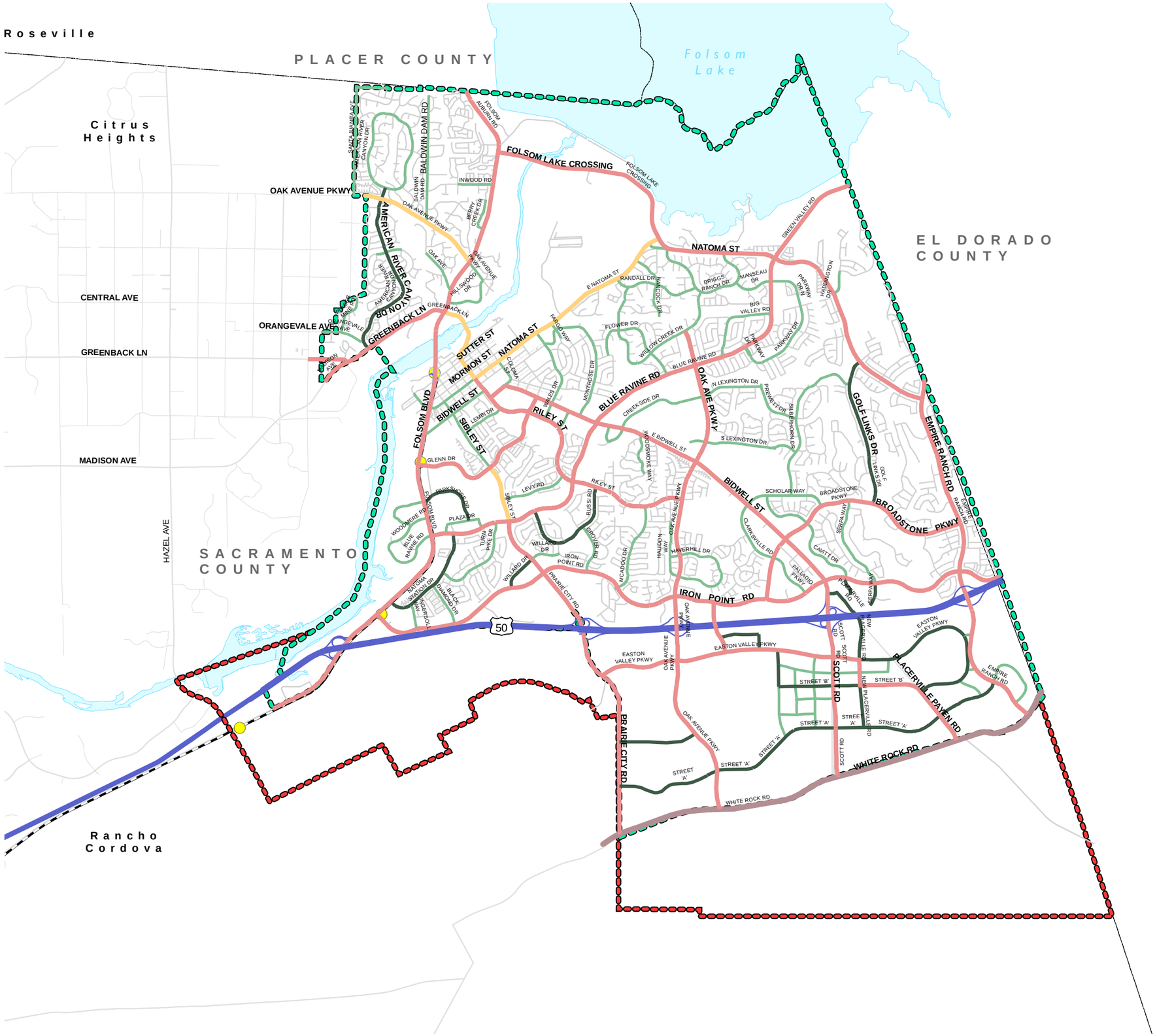
Figure M-1:

City of Folsom

Folsom 2035 Circulation Diagram



Functional Classification

- Planning Area
- Folsom City Boundary
- County Boundary
- Light Rail Station
- Light Rail Line
- Freeway
- Ramp
- Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Alley

0 0.5 1 2

Miles

Date: 05-25-2018

Source: DKS Associates, 2016; City of Folsom, 2016; County of Sacramento, 2009; SACOG, 2009

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Goal M 1.1

Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.

M 1.1.1 Complete Streets

Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods. SO

M 1.1.2 Adequate Rights-of-Way

Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. SO

M 1.1.3 Accessibility

Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act. SO

M 1.1.4 Existing Streets Retrofits

Actively pursue funding to update existing streets and intersections with new bikeways, sidewalks, and exclusive transit lanes, where these facilities are designated in the Bikeway Master Plan, Pedestrian Master Plan, or Transit Master Plan.

What are Complete Streets?

Complete streets are streets designed with all users in mind. There is no one single design for a complete street; complete streets are context-sensitive and respond to the needs of users at a particular location. Complete streets may include sidewalks, bike lanes, transit lanes, frequent crossings, narrow automobile lanes, median islands, curb extensions, and other transportation facilities. Complete streets make it easy for Folsom residents to use transportation modes other than a car, resulting in a healthier, happier city.

What is Transportation System Management?

Transportation system management (TSM) is a cost-effective planning tool that increases the efficiency of the transportation system by providing strategies that include: intersection improvements, freeway bottleneck reduction, and special event traffic strategies.

What are Intelligent Transportation Systems?

Intelligent transportation systems (ITS) use technology to effectively manage traffic flows in real time and help people make smart travel choices. Many systems are already in use around the world, including traffic control centers, real-time bus and train arrival information, and real-time traffic visualizations on online applications such as Google Maps. Agencies are rapidly developing new technologies that will continue to improve transportation networks without building or widening roads.

What is Transportation Demand Management?

Transportation Demand Management helps people walk, bike, ride transit, and telecommute using incentives, information, and encouragement programs.

M 1.1.5 Connected Neighborhoods

Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles. SO

M 1.1.6 Intermodal Connections

Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots. SO

M 1.1.7 Transportation System Management

Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips. MPSP

M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan

Prepare and adopt an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan. SO MPSP

M 1.1.9 Transportation Demand Management

Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city. MPSP

M 1.1.10 Facilities for Emerging Technologies

Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies. SO

M 1.1.11 Historic Southern Pacific Rail Right-of-way

Facilitate use of the Southern Pacific Rail right-of-way for multi-modal transportation. SO

Pedestrians and Cyclists

Policies in this section support the development of facilities designed to keep cyclists and pedestrians safe while offering a convenient way of traversing Folsom. Folsom's existing pedestrian and bicycle network, particularly its trail system, is a significant community asset that contributes to Folsom's high quality of life. A walkable, bikeable community, designed at a pedestrian scale, encourages neighborhood interaction and allows people to safely and easily reach local destinations such as schools, parks, and local commercial areas.

Goal M 2.1

Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.

M 2.1.1 Pedestrian Master Plan

Maintain and implement a pedestrian master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. MPSP

M 2.1.2 New Sidewalks

Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed. RDR

M 2.1.3 Pedestrian and Bicycle Linkages in New Development

Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities. RDR

M 2.1.4 Sidewalk Network

Strive to fill gaps in the city's existing sidewalk network. SO

M 2.1.5 Bikeway Master Plan

Maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. MPSP

M 2.1.6 Bicycle Facility Classifications

Maintain the following classification of bicycle facilities consisting of the following:

1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.
2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.
4. Class IV bikeways: bicycle-only paths, or "cycle tracks." These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use. SO

M 2.1.7 Design Guidelines

Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible. MPSP

M 2.1.8 Road Repair

Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA). SO

M 2.1.9 Bicycle Safety Education

Provide public education on bicycle safety and encourage bicycle safety programs for cyclists and motorists. MPSP

M 2.1.10 Bicycle Parking

Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses. RDR

M 2.1.11 Bicycle Parking at City Facilities

Provide bicycle parking at all City parks and public facilities (e.g., library, City Hall) sufficient to accommodate anticipated demand for spaces. SO

M 2.1.12 Trail Network

Develop a continuous, interconnected system of trails and bikeways. SO JP

M 2.1.13 American River Parkway

Coordinate with Sacramento County and the California Department of Parks and Recreation to preserve, enhance, and expand bicycle trails and pedestrian paths along the American River Parkway. IGC

M 2.1.14 Intersections

Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes. SO

M 2.1.15 Funding

Identify regional, State, and Federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs. FB

M 2.1.16 Safe Routes to School

Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs. IGC

M 2.1.17 Pedestrian and Bicycle Overpasses

Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50. PI

M 2.1.18 Public Involvement

Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs. PI

Transit

A robust transit network provides a host of community benefits. Each automobile trip replaced by a transit trip reduces wear and tear on the roads, reduces greenhouse gas emissions, and improves Folsom's air quality. Folsom needs its transit network to be a healthy, sustainable community. Folsom is currently served by two transit systems. Sacramento Regional Transit District (SacRT) provides Gold Line light rail service, with three stations within Folsom's city limits. The Gold Line connects Folsom with downtown Sacramento. Folsom Stage Line is the City of Folsom's transit service. It operates three routes that provide intra city transportation for Folsom residents. Policies in this section ensure that Folsom residents are well-served by public and private transportation options. This section also encourages planning efforts directed at maintaining current service levels while planning for future service growth.

Goal M 3.1

Support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel throughout the city and region.

M 3.1.1 Access to Public Transit

Strive to ensure that all residents have access to safe and convenient public transit options. MPSP

M 3.1.2 Transit for Elderly and Persons with Disabilities

Continue to provide accessible, on-demand transit for the elderly and persons with disabilities. SO

M 3.1.3 Regional Transit Connectivity

Coordinate with Sacramento Regional Transit and neighboring jurisdictions on fixed route connectivity and transfers to improve the transit system. JP

M 3.1.4 Light Rail Double-Tracking

Coordinate with Sacramento Regional Transit on possibilities for improving light rail headways through double-tracking. JP

M 3.1.5 Extended Light Rail Service

Coordinate with Sacramento Regional Transit on possibilities for extending light rail hours into the evening. JP

M 3.1.6 "Hi-Bus" Transit Corridors

Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated "study corridors" and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors. MPSP

M 3.1.7 Transit to Key Locations

Provide Folsom Stage Line transit stops and associated amenities at key destinations in Folsom. SO

What is Hi-Bus Transit?

"Hi-Bus" is high frequency bus service where buses travel either within a roadway right-of-way or on a separate facility that are designed to provide higher bus speeds and schedule reliability than typical local bus services. Such facilities and services are implemented in corridors with land uses that would provide significant ridership. Current (2017) study corridors for hi-bus include East Bidwell Street and Alder Creek Parkway.

Vehicular Traffic and Parking

Policies in this section provide for the needs of drivers of cars, trucks, and other vehicles on the streets that connect Folsom. These policies focus on ensuring safety and efficiency for motorists as well as community members using other transportation modes. Policies in this section also provide for convenient and appropriate vehicle parking facilities.

Goal M 4.1

Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

M 4.1.1 Road Network Hierarchy

Establish a hierarchy of roads consisting of the following:

1. Freeways or limited access highways. Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.

2. Expressways. Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a

surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.

3. Arterial roads (or major streets). Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) "major arterials", which are typically divided four or six-lane roadways, and 2) "minor arterials," which are typically undivided four-lane roadways.

4. Collector (or secondary) roads. Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as "through" roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) "major collectors," which are typically two-lane roadways with center turn lanes, and 2) "minor collectors," which are typically two-lane roadways without center turn lanes.

5. Local (or tertiary) roads. Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

M 4.1.2 Roadway Maintenance

Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers, and transit vehicles. The City shall implement a pavement management plan that considers warmer temperatures, heat waves, and urban heat island effects in material selection, and emphasize preventative maintenance to reduce costs associated with frequent road surface replacement. SO

M 4.1.3 Level of Service

Strive to achieve at least a traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better. SO

M 4.1.4 Capital Southeast Connector

Support the planning and construction of the Capital Southeast Connector. IGC

M 4.1.5 Interchange Improvements

Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges along Highway 50. IGC

M 4.1.6 Capital Improvement Plan

Maintain and implement a three-year capital improvement plan for road improvements. FB

M 4.1.7 Landscape Maintenance Assessment Agreements

Require the establishment of homeowners associations or landscaping and lighting districts for new developments adjacent to arterial roads to ensure that planting strips are constructed and properly maintained. RDR

M 4.1.8 Energy Efficiency

Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals. SO

M 4.1.9 Autonomous Vehicles

Monitor the development of autonomous vehicle technology and State and Federal regulations, actively participate in regional discussions regarding the potential effects of autonomous vehicles, and consider the local impacts of this

Capital Southeast Connector

The Capitol Southeast Connector is a planned 35-mile parkway that will connect Folsom with Interstate 5 and Highway 50 in El Dorado County. The Capital Southeast Connecter Joint Powers Authority, consisting of the Cities of Elk Grove, Folsom, and Rancho Cordova, as well as El Dorado and Sacramento Counties, is responsible for the planning, design, and construction of the connector.

new technology on signage, speed limits, signal timing, roadway design standards, and parking standards. SO

M 4.1.10 Traffic Calming

Continue to implement traffic calming measures in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. SO

Goal M 4.2

Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

M 4.2.1 Parking

Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation. SO

M 4.2.2 Reduce Minimum Parking Standards

Consider reducing parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high-density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation. Reduced parking standards must be supported by a demand analysis that supports the reduction. RDR MPSP

M 4.2.3 Shared Parking

Consider the use of shared parking programs as conditions of approval in mixed use and transit-oriented neighbor-hoods and districts as a part of the overall parking management strategy. Shared parking may reduce the amount of parking spaces needed in new developments. RDR

M 4.2.4 Electric Vehicle Charging Stations

Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units. RDR

Goods Movement

The movement of goods is essential to Folsom's economic prosperity. Folsom's businesses need truck access to fill their shelves, and industry needs access to bring their goods to market. Folsom is not directly connected to freight rail lines or an airport; all of Folsom's goods are moved by truck. Policies in this section balance the efficient movement of goods with the impacts associated with truck traffic.

Goal M 5.1

Provide an efficient system for goods movement that aids in the prosperity of industrial and commercial businesses while minimizing potentially adverse impacts to the rest of the community.

M 5.1.1 Efficient Goods Movement

Support infrastructure improvements and the use of technology for the efficient movement of goods and connectivity to employment centers via roads in Folsom. SO

M 5.1.2 Off-Peak Deliveries

Encourage business owners to schedule deliveries at off-peak traffic periods in residential, commercial, or mixed-use areas. MPSP

M 5.1.3 Truck Routes

Maintain and update its commercial truck routes map as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community. MPSP

M 5.1.4 STAA Truck Routes

Maintain and update its Surface Transportation Assistance Act of 1982 (STAA) truck routes map to accommodate large trucks as part of the National Network while minimizing potential adverse impacts to the rest of the community. MPSP

M 5.1.5 Quarry Trucks

Work with the quarries in eastern Sacramento County to ensure safe and efficient routes through Folsom that do not disrupt neighborhoods and traffic patterns in the city. MPSP

Regional Coordination

Transportation systems rarely follow jurisdictional lines, and travelers expect to be able to move smoothly from one jurisdiction to the next. Several of the critical transportation facilities in Folsom, including the Gold Line Light Rail, Highway 50, and the American River Bike Trail, are operated by another agency. The policies in this section aim to ensure a strong connection between transportation networks in the region.

Goal M 6.1

Maintain and increase cooperation between Folsom and neighboring jurisdictions, regional organizations, and relevant State agencies.

M 6.1.1 State and Regional Communication

Maintain formal and informal lines of communication between State and regional agencies to ensure cooperation in the development of transportation systems and the implementation of State and regional transportation plans. IGC

M 6.1.2 Regional Bicycle and Pedestrian Consistency

Coordinate with SACOG to ensure SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan is consistent with the City's bicycle and pedestrian planning efforts. IGC

M 6.1.3 Support Zero- and Low-Emission Vehicle Adoption

The City shall continue to support rapid adoption of zero-emissions and low-emission vehicles by:

- installing public charging stations at City facilities,
- streamlining the permit-process for private electric vehicle charging stations (including home charging stations), and
- developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary). IGC

Transportation Funding

Transportation infrastructure and services require significant funding to build and maintain at a safe level. Much of the City's transportation budget comes from fees paid by real estate developers as a part of new projects. Larger projects, such as highway interchanges, require State and Federal funds. Policies in this section describe the ways Folsom can continue to fund its transportation infrastructure.

Goal M 7.1

Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.

M 7.1.1 New Development

Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals. RDR

M 7.1.2 Fair Share for Transportation Infrastructure Improvements

Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services. RDR

M 7.1.3 Funding Sources

Explore additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the City's transportation network. FB

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4 Economic Prosperity

The policies in this Element aim 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. A strong economy will help preserve Folsom's high quality of life, attract shoppers from around the region, and ensure that Folsom residents can find quality jobs right here in Folsom.

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Skilled Workforce

Folsom has been successful at attracting high-paying jobs that require advanced skills and training. This need for a highly-skilled workforce will only become more important as the region's knowledge-based economy matures. Folsom Lake College, Folsom's growing higher-education institution, will be a key partner in training a skilled workforce. Policies in this section seek to foster coordination with educators and the business community to attract a skilled workforce in the city, and to meet the workforce demand of the surrounding region.

Goal EP 1.1

Support the development of an educated, skilled, and competitive workforce to match the employment needs of Folsom and its businesses.

EP 1.1.1 Workforce Education

Coordinate with the Folsom Economic Development Corporation (FEDCorp), Folsom Chamber of Commerce, Metro Chamber of Commerce, NextEd, Folsom Lake College, Folsom Cordova Unified School District, and other local business and industry representatives to develop and promote educational programs that meet the needs of the local economy. IGC JP

EP 1.1.2 Attract Skilled Workers

Maintain and enhance the social and cultural amenities of the city (such as attractive public spaces, public art displays, art galleries, historic venues and sites, and recreational facilities and programs) and encourage quality retail and restaurants to help attract creative, skilled, and innovative people to Folsom. MPSP

EP 1.1.3 Attract and Retain College Graduates

Encourage and support efforts by local educational institutions, businesses, and agencies to attract and retain college graduates in the local work force. MPSP

EP 1.1.4 Attract Technical Institutions

Strive to attract public and private technical institutions with specialized training to meet the workforce requirements of Folsom and strive to expand vocational and technical programs in secondary schools. MPSP

Employment Development

Folsom will continue to prosper if it can sustain employment growth in the private sector. The city has a strong, thriving local business community and a business incubation center that supports startups of future businesses. City support can help these businesses continue to grow and add jobs to the local economy. At the same time, Folsom needs to look beyond its borders to continue to attract and retain new businesses. Policies in this section support local businesses and their efforts to expand employment opportunities as well as attract new businesses to Folsom.

Goal EP 2.1

Support efforts to increase employment in Folsom by encouraging the retention, attraction, and expansion of private sector businesses.

EP 2.1.1 New Employment

Encourage professional, research and development, industrial, and office employers to locate in Folsom to provide more job opportunities for Folsom residents. MPSP

EP 2.1.2 Industry Clusters

Identify and promote the development of targeted industry clusters through strategic partnerships with higher education institutions, workforce training agencies, business associations, financial institutions, and venture capitalists. IGC JP

EP 2.1.3 Infrastructure Investment

During review and updates of public facility master plans and the Capital Improvement Program, consider ways to invest strategically in infrastructure in order to support job growth and economic development. FB

EP 2.1.4 Technology Sector

Coordinate with leaders in Folsom's technology sector to ensure a supportive business climate and attract and develop new technology start-up businesses. JP

EP 2.1.5 Business Support Services

Coordinate with business networks and organizations that help local business owners and operators sustain and expand their business within the Folsom community. The City shall provide businesses with access to these networks of business support services through partnerships with specialized agencies and organizations. SO IGC JP PI

Business Climate

Folsom's businesses are an important source of the city's economic well-being, and the City can support businesses by creating a healthy business climate. Folsom is a business-friendly community committed to sustaining a high quality of life by encouraging and facilitating stable, dependable, and diversified economic development. The city has a solid base of employers, including Intel, Kikkoman Foods, Mercy Hospital, Micron Technology, SynapSense, and Costco, and a strong workforce. Policies in this section help businesses find suitable sites for expansion, offer business incentives, and create a supportive business climate to retain and expand existing businesses and attract new businesses.

Goal EP 3.1

Maintain a supportive business climate and a healthy economy that increase the City's ability to expand existing businesses and attract new ones.

EP 3.1.1 City Image

Support efforts to promote Folsom among its citizens and the wider business community as a livable community and an excellent place to do business. PI

EP 3.1.2 Customer Service

Maintain a strong customer service orientation toward businesses. JP

EP 3.1.3 Folsom Accelerated Small Tenant Improvement Review (FASTIR)

Maintain and implement a program to help tenants obtain building permits in a timely manner, with a goal of providing certain tenant improvements and building permits within one to two days. RDR

EP 3.1.4 Business Infrastructure

Support the development of the infrastructure and services necessary to transform Folsom into a center for business innovation and creativity, including high-speed communications (e.g., fiber optic), high performing utilities, and convenient access to business networks and support services.

Goal EP 3.2

Provide opportunities for expansion of businesses by ensuring the availability of suitable sites, appropriate zoning, and access to infrastructure and amenities.

EP 3.2.1 Land Supply Inventory

Maintain an adequate land supply and facilitate preparation of buildable, ready-to-develop sites to meet projected employment and retail land demand. This shall include identifying a large site for the development of corporate headquarters. MPSP

EP 3.2.2 Infill Sites

Coordinate with interested developers and relevant public agencies to develop infill sites identified in the land supply inventory. JP

EP 3.2.3 Infrastructure and Public Facilities

Develop, maintain, and implement infrastructure systems and facilities required to promote and sustain a positive economic climate. SO

Partnerships

Policies in this section seek to leverage the resources of entities throughout the city and region to support and implement the goals of the 2035 General Plan and Economic Prosperity Element. This includes the integration of City departments to meet Folsom's economic goals, as well as the City assuming a prominent leadership role in implementing key regional economic development initiatives.

Goal EP 4.1

Be a key partner in the region in order to achieve the city's and the region's economic goals.

EP 4.1.1 City Role in Economic Initiatives

Support regional economic initiatives and marketing activities by actively participating in economic development programs such as the Metro Chamber's Economic Development Committee, Metro Pulse Program, Greater Sacramento Area Economic Council, and other economic development initiatives. IGC

EP 4.1.2 Economic Development Partnerships

Coordinate with local, regional, and State economic development organizations (e.g., FedCorp, Folsom Tourism Bureau, and Folsom Chamber of Commerce) to assist businesses seeking to expand or locate in Folsom. IGC

EP 4.1.3 Public/Private Partnerships

Support and encourage public/private partnerships and other efforts to implement the key development projects that meet the City's economic development goals. JP

Retail Development

Retail trade is an important element of the Folsom economy, and Folsom is a regional leader in retail options. However, Folsom is facing increased competition from other cities in the region and from online shopping. To ensure Folsom's strong retail base continues to thrive and expand into the future, the City will need to adopt new strategies to respond to the changing retail landscape. Policies in this section seek to reduce the outflow of local retail expenditures to other areas and attract outside dollars to Folsom. They focus on enriching the diversity of available retail opportunities for residents and improving the retail experience to compete with online shopping.

Goal EP 5.1

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

EP 5.1.1 Diverse Retail

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

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. JP MPSP

EP 5.1.3 Existing Commercial Centers

Support the viability of commercial corridors (e.g., East Bidwell Corridor) and community retail centers by promoting a business mix that responds to changing economic conditions and provides well-targeted services to surrounding neighborhoods and businesses. JP MPSP

EP 5.1.4 Support Folsom Auto Mall

Support the continued operation of the Folsom Auto Mall. RDR

EP 5.1.5 Retail Experience

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

EP 5.1.6 Retail Appearance

Encourage property owners and businesses to improve the appearance of aging retail shopping centers and buildings, where needed. JP MPSP

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. JP MPSP

Tourism

Folsom has many amenities, attractions, and events that draw visitors, including its proximity to the foothills wine region, Historic Folsom, shopping, dining, street fairs on Sutter Street, outdoor music performances, and the Folsom Pro Rodeo. Folsom's outdoor recreation opportunities are another major attraction for visitors. Its trail network and lakes draw cyclists and paddlers looking for an adventure and nature experience close to home. The Folsom Tourism Bureau plays a major role in promoting the City as a tourist destination. Policies in this section seek to strengthen and expand the attractions Folsom offers and the services and amenities the tourism industry provides to visitors.

Goal EP 6.1

Attract visitors and provide them with the amenities and services to make their stay enjoyable.

EP 6.1.1 City Attractions

Promote Folsom's tourist attractions, including Folsom Lake, Lake Natoma, the Zoo Sanctuary, Gallery at 48 Natoma, Historic Folsom, Folsom State Prison, the Johnny Cash – Folsom Prison Blues Trail, museums, public art, architecture, and many retail, entertainment, and other cultural attractions. PI

EP 6.1.2 Outdoor Recreation

Promote new outdoor recreation facilities and maintain existing facilities (e.g., trails and water-sport facilities) and promote existing outdoor recreation facilities at a high level to solidify Folsom's position as a leader in outdoor recreation. SO

Folsom Tourism Bureau

The Folsom Tourism Bureau promotes the city's attributes to visitors and encourages the development of additional amenities, including conference and convention space and entertainment venues.

The Bureau is funded through a Business Improvement District approved by the City of Folsom and its hotel partners.

EP 6.1.3 Bicycle Tourism

Support efforts to promote and expand the bicycle trail network particularly connecting to Placer and El Dorado Counties and State Parks' facilities to attract visitors seeking a quality outdoor recreation experience. PI SO

EP 6.1.4 Special Events

Support efforts to promote Folsom as a prime location for special events, conferences, meetings, and festivals. PI

EP 6.1.5 Lodging

Support the establishment of new lodging options to complete the lodging options Folsom offers visitors, including a boutique hotel. JP

EP 6.1.6 Tourism-Supporting Services

Support the local dining, lodging, and retail sectors to ensure visitors enjoy Folsom to the fullest. JP

EP 6.1.7 Tourism Promotion

Coordinate with the Folsom Tourism Bureau to attract new visitors to Folsom. IGC

5 Housing

State law requires that housing elements be updated according to a mandated schedule and be certified by the California Department of Housing and Community Development. The City of Folsom adopted its current Housing Element in October 2013. The Housing Element serves an eight-year planning period from 2013-2021. A copy of the adopted Housing Element is available on the City of Folsom website at:

https://www.folsom.ca.us/city_hall/depts/community/housing/housing_element.asp

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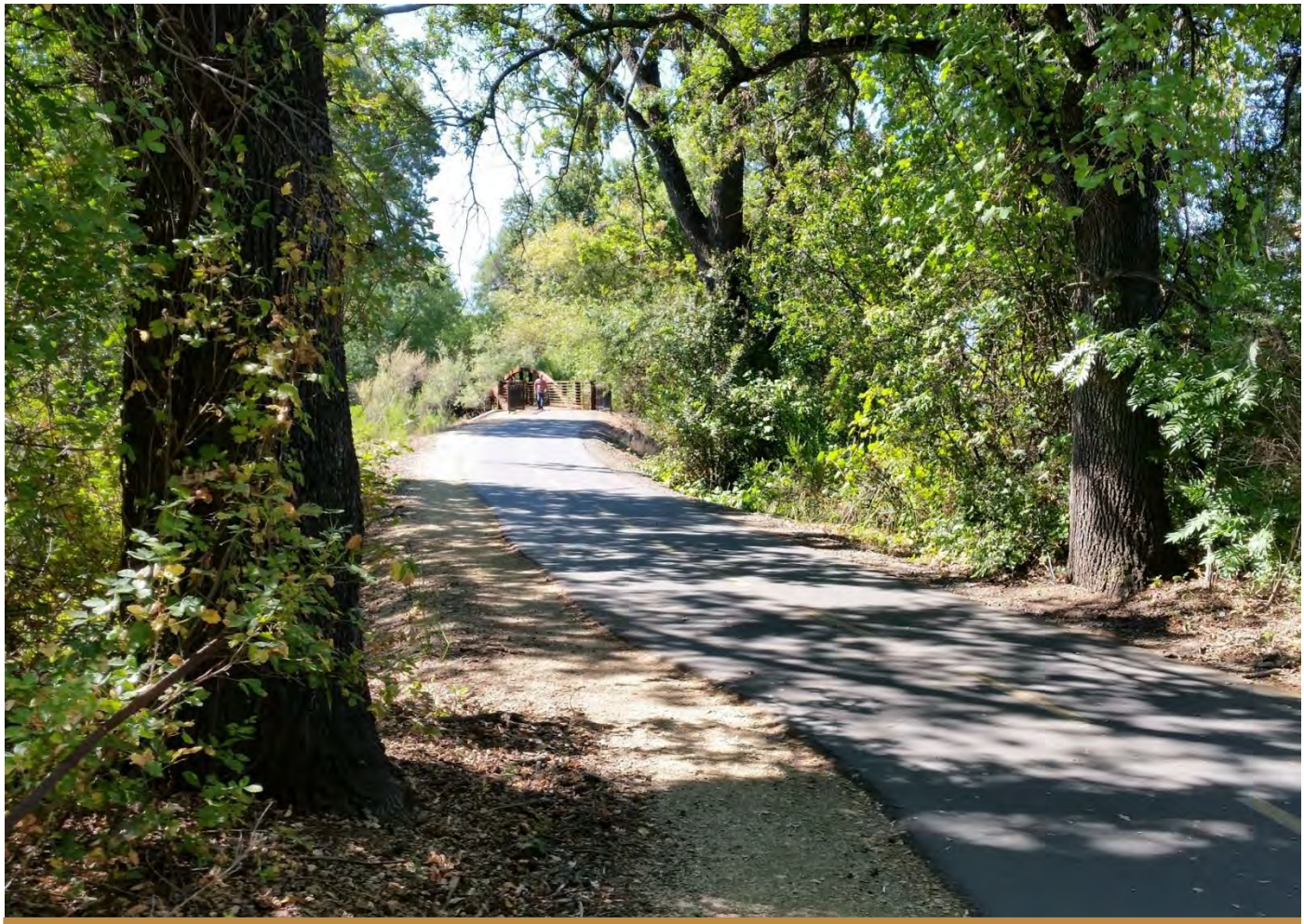

6 Natural and Cultural Resources

The Folsom of today has been shaped by its relationship with and development of its natural and cultural resources. The preservation and protection of these resources is vital to the continued benefit and enjoyment of current and future residents. This Element contains goals and policies that seek to balance growth with the conservation and enhancement of the area's natural and cultural resources.

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Natural Resource Conservation

Conservation and protection of natural resources are integral to not only a healthy ecosystem, but also to a healthy human population. Folsom is located in eastern Sacramento County within the transitional zone between the Sacramento Valley and northern Sierra Nevada foothills. Folsom contains grasslands, oak woodlands, rivers/creeks/open water, riparian, and wetlands habitats. Policies in this section guide the location, design, and quality of development to protect biological resources such as open space corridors and wildlife habitat.

Goal NCR 1.1

Protect and enhance Folsom's natural resources for current and future residents.

NCR 1.1.1 Habitat Preservation

Support State and Federal policies for preservation and enhancement of riparian and wetland habitats by incorporating, as applicable, standards published by the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service into site-specific development proposals. RDR

NCR 1.1.2 Preserve Natural Resources

Require that a qualified biologist conduct a vegetative/wildlife field survey and analysis prior to consideration of development applications for projects located in sensitive habitat areas and potential habitats for sensitive wildlife and floral species. RDR

NCR 1.1.3 Wetland Preservation

Require developers to prepare a wetland mitigation and monitoring plan that describes the habitats present within the proposed project site and establishes a plan for the long-term monitoring and mitigation of sensitive habitats. RDR

NCR 1.1.4 Native and Drought Tolerant Vegetation

Encourage new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants. RDR

NCR 1.1.5 New Open Space

Continue to acquire strategically-located open space areas for passive and active recreational uses when such parcels of open space value become available and feasible funding sources are identified to sustain the ongoing maintenance expenses. SO

NCR 1.1.6 Consolidate Parcels

Encourage landowners to consolidate identified habitats, open space, and park lands between separately-owned development projects and individually-owned properties, when feasible. MPSP

NCR 1.1.7 Fugitive Light

Encourage measures to limit fugitive light from outdoor sources, including street lighting. RDR

NCR 1.1.8 Planting in New Development

Require the planting of street trees, parking lot canopy trees, screening trees, and other amenity trees and landscaping in all new development, consistent with City landscaping development guidelines, to minimize the heat island effect. Planting strips must be large enough to accommodate a large tree canopy and allow for healthy root growth. RDR

NCR 1.1.9 Public Awareness

Encourage and support development projects and programs that enhance public appreciation and awareness of the natural environment. PI

Scenic Resources

Scenic resources contribute to a sense of identity, and can provide positive psychological benefits as well as economic value from tourism. Folsom has many natural assets, and its views of the foothills, lakes, and river are enjoyed by every Folsom resident. Buildings and other man-made structures can complement the scenic views when sensitively designed or obstruct them when poorly designed. Policies in this section ensure that Folsom remains a community with beautiful views.

Goal NCR 2.1

Allow residents to enjoy views of the hills, lakes, river, and habitats that make Folsom such a beautiful place to live.

NCR 2.1.1 Maintain Scenic Corridors

The City shall protect views along identified scenic corridors. MPSP

NCR 2.1.2 Complementary Development

Through the planned development permit process, require new development to be located and designed to visually complement the natural environment along Folsom Lake, the American River, nearby hillsides, and major creek corridors such as Humbug, Willow, Alder, and Hinkle. RDR

NCR 2.1.3 Light Pollution Reduction

The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glare. RDR

Air Quality and Greenhouse Gas Emissions

The purpose of the goals and policies in this section is to provide clean air for the community as well as reduce the amount of greenhouse gases (GHG) emitted and reduce Folsom's impact on the natural environment. Clean air improves the health of Folsom residents and makes the city a more pleasant place to live. The State and Federal governments regulate GHG emissions, and Folsom must meet those standards.

Goal NCR 3.1

Improve the air quality in Folsom by meeting State and Federal standards, minimizing public exposure to hazardous air pollutants, reducing particulate matter in the atmosphere, and minimizing odors.

NCR 3.1.1 Regional Cooperation

Coordinate with surrounding jurisdictions, the Sacramento Metropolitan Air Quality Management District (SMAQMD), the California Air Resources Board (ARB), CALTRANS, and the U.S. Environmental Protection Agency toward the development of a consistent and effective approach to the regional air pollution problem. IGC

NCR 3.1.2 Coordinate on Review of Air Quality Impacts

Coordinate with ARB and SMAQMD to use consistent and accurate procedures in the review of projects which may have air quality impacts. Comments on the analysis shall be solicited from SMAQMD and ARB. IGC RDR

NCR 3.1.3 Reduce Vehicle Miles Traveled

Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit. RDR MPSP

NCR 3.1.4 Maintain Ambient Air Quality Standards

Work with the California Air Resources Board (ARB) and the Sacramento Metropolitan Air Quality Management District

(SMAQMD) to meet State and National ambient air quality standards in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution. IGC

NCR 3.1.5 Emission Reduction Threshold for New Development

Require all new development projects that exceed SMAQMD's thresholds of significance to incorporate design, construction material, and/or other operational features that will result in a minimum of 15 percent reduction in emissions when compared to an "unmitigated baseline" project. RDR

NCR 3.1.6 Sensitive Uses

Coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants and odors, and impose appropriate conditions on projects to protect public health and safety so as to comply with the requirements of SMAQMD for the exposure of sensitive receptors to toxic air contaminants and odors. IGC

Goal NCR 3.2

Improve the sustainability of the community through continued local efforts to reduce GHG emissions.

NCR 3.2.1 Community Greenhouse Gas Reductions

Reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and further reduce community emissions by:

- 40 percent below the 2020 target by 2030;
- 51 percent below the 2020 target by 2040, and
- 80 percent below the 2020 target by 2050. RDR

NCR 3.2.2 Municipal Greenhouse Gas Reductions

Reduce municipal GHG emissions by 15 percent below 2005 baseline levels by 2020, and further reduce municipal emissions by:

- 40 percent below the 2020 target by 2030;
- 51 percent below the 2020 target by 2040, and
- 80 percent below the 2020 target by 2050 SO

NCR 3.2.3 Greenhouse Gas Reduction in New Development

Reduce greenhouse gas emissions from new development by encouraging development that lowers vehicle miles traveled (VMT), and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for. RDR

NCR 3.2.4 Additional GHG Emission Programs

Continue to evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City's long-term GHG emissions reduction goals (see Policies NCR 3.2.1 and 3.2.2). MPSP

NCR 3.2.5 Climate Change Assessment and Monitoring

Continue to assess and monitor performance of GHG emissions reduction efforts for 2020, 2030, and beyond, including progress toward meeting longer-term GHG emissions reduction goals for 2035 and 2050 by reporting on the City's progress annually, updating the GHG inventory and forecasts at least every five years, and preparing updates to the GHG Strategy in the General Plan, as appropriate; as well as assess and monitor the effects of climate change and associated levels of risk in order to plan a community that can adapt to changing climate conditions and be resilient to negative changes and impacts. MPSP

NCR 3.2.6 Coordination with SMAQMD

Coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution from both construction and operations, if not already provided for through project design. IGC

NCR 3.2.7 Preference for Reduced-Emission Equipment

Require contractors to use reduced-emission equipment for City construction projects and contracts for services. SO

NCR 3.2.8 GHG Analysis Streamlining for Projects Consistent with the General Plan

Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in the General Plan and EIR. The City may review such projects to determine whether the following criteria are met:

- Proposed project is consistent with the General Plan land use designation for the project site;
- Proposed project incorporates all applicable GHG reduction measures (documented in the Climate Change Technical Appendix to the General Plan EIR) as enforceable mitigation measures in the CEQA document prepared for the project; and,
- Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate).

Appendix A describes how the General Plan serves as a Qualified Greenhouse Gas Emissions Reduction Strategy and what GHG reduction measures must be incorporated into a project to be eligible for tiering and streamlining the analysis of GHG emissions.

Hydrology and Water Quality

Folsom borders the American River and is within the American River watershed. North of Highway 50 storm drains collect and convey urbanized runoff into Willow Creek, Humbug Creek, Hinkle Creek, Gold Creek, and Alder Creek, all of which drain into the Lower American River. Alder Creek drains much of Folsom south of Highway 50. The creeks, streams, riparian habitats, and wetlands perform many functions. They funnel urban runoff to the American River, provide habitat for a variety of flora and fauna, and help improve the water quality of urban runoff. Policies in this section protect water quality in these waterways.

Goal NCR 4.1

Preserve and protect water quality in the city's natural water bodies, drainage systems, and groundwater basin.

NCR 4.1.1 Water Quality

Ensure the quality of drinking water meets City, State, and Federal standards. RDR

NCR 4.1.2 Community Education

Consistent with requirements of stormwater quality permits, educate community members on the importance of water quality and the role streams and watersheds play in ensuring water quality. PI

NCR 4.1.3 Protection

Ensure the protection of riparian corridors, buffer zones, wetlands, and undeveloped open space areas to help protect water quality. RDR

NCR 4.1.4 Creek Clean-Up

Sponsor a citywide volunteer creek clean-up day during "Creek Week."

NCR 4.1.5 New Development

Require new development to protect natural drainage systems through site design, runoff reduction measures, and on-site water treatment (e.g., bioswales). RDR

NCR 4.1.6 Low-Impact Development

Require new development to protect the quality of water resources and natural drainage systems through site design, source controls, runoff reduction measures, best management practices (BMPs), and Low-Impact Development (LID). RDR

Cultural Resources

The policies in this section strive to preserve and protect Folsom's historic character as well as Folsom's archeological resources. Folsom has many cultural resources, most notably Historic Folsom, with its Gold Rush-era buildings lining Sutter Street. Folsom Prison, California's second oldest prison, detained its first prisoner in 1880. Before European settlement the Nisenan people inhabited the Folsom planning area, and evidence of their culture can still be found today.

Goal NCR 5.1

Encourage the preservation, restoration, and maintenance of cultural resources, including buildings and sites, to enrich our sense of place and our appreciation of the city's history.

NCR 5.1.1 Historic Buildings and Sites

Whenever feasible, require historic buildings and sites to be preserved or incorporated into the design of new development. RDR

NCR 5.1.2 Cultural Resources Inventory

Maintain an inventory of prehistoric and historic resources, including structures and sites. MPSP

NCR 5.1.3 Nominate Additional Cultural Resources

Nominate additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources.

NCR 5.1.4 Applicable Laws and Regulations

Ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archeological resources, as listed in the City of Folsom Historic Preservation Master Plan. including the use of the California Historical Building Code as applicable, including, but not limited to, Senate Bill 18, Assembly Bill 52, Appendix G to the CEQA Guidelines, and, where applicable, Section 106 of the National Historic Preservation Act. MPSP

NCR 5.1.5 Funding Sources

Strive to obtain Federal, State, and private funding and incentives for maintaining and rehabilitating historic buildings and sites. FB

NCR 5.1.6 Historic District Standards

Maintain and implement design and development standards for the Historic District. RDR

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7 Public Facilities and Services

Development within the city is dependent upon an extensive network of public facilities and services. These networks are diverse in nature, from wastewater to emergency medical services. Policies in this element seek to ensure that public facilities and services are provided and maintained, so that Folsom can continue to grow and thrive to 2035 and beyond.

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Civic and Community Facilities

Folsom's community facilities, such as City Hall, the Folsom Senior and Arts Center at 48 Natoma, the Zoo Sanctuary, and the Harris Center for the Arts provide facilities for civic activities, entertainment, and cultural enrichment for residents. Policies in this section reaffirm Folsom's commitment to supporting these facilities, and by extension supporting the residents they serve.

Goal PFS 1.1

Maintain and support Folsom's community facilities.

PFS 1.1.1 City Facilities

Develop and maintain City facilities and buildings to meet the community's needs and be resilient to future extreme weather events. SO

PFS 1.1.2 Arts and Culture Master Plan

Maintain and implement an Arts and Culture Master Plan to further the expansion of arts and cultural opportunities in Folsom. MPSP

PFS 1.1.3 Public Art

Maintain and implement City guidelines for permanent artwork in public spaces to add character, depth, and dimension to the community while reinforcing Folsom's local identity. MPSP

PFS 1.1.4 Harris Center for the Arts

Encourage a rich and diverse mixture of performance arts at the Harris Center for the Arts at Folsom Lake College as it enriches the lives of people throughout the region by providing a venue to experience cultural programs and performances. IGC

PFS 1.1.5 Relocate Corporation Yard

Continue planning and funding efforts to relocate the City corporation yard to a site designated south of Highway 50. SO

PFS 1.1.6 Partnerships with the Private Sector

Encourage community organizations' activities in support of City proposals and responsibilities. JP

Folsom's Jack Kipp Civic Center is home to City Hall, Folsom Community Center, Folsom City Police Department Headquarters, Folsom City Zoo Sanctuary, Folsom Public Library, and Dan Russell Rodeo Arena.

Educational Facilities

Policies in this section provide for the development of new schools and libraries to serve both established and new neighborhoods. The policies support expanded opportunities for life-long learning, enabling Folsom's residents to obtain skills to meet the needs of evolving business sectors. Schools and libraries are encouraged to be located and designed to serve as a centerpiece of neighborhood identity and activity.

Goal PFS 2.1

Provide for the educational and literacy needs of Folsom residents.

PFS 2.1.1 School District Coordination

Coordinate with the school districts serving Folsom to ensure that school sites are dedicated or reserved for purchase by the districts so that:

1. Each residential neighborhood will contain or have access to the appropriate elementary school according to school district standards;
2. Children do not have to cross an uncontrolled intersection on an arterial road to reach an elementary school;
3. Elementary schools can be reached on foot by most of the neighborhood residents; and
4. A joint park/school site can be developed wherever possible. IGC

PFS 2.1.2 School Capacity and Development

If a new development will not contain a school site, the City shall require applicants of new development to show that a school site has been dedicated, a school site will be dedicated, or a school already exists with capacity to serve the project. RDR

PFS 2.1.3 Adequate Financing

Coordinate with school districts that serve the city in an effort to ensure adequate financing for new school facilities, including assistance in the collection of school district development fees from new development. IGC

PFS 2.1.4 Higher Education

Encourage the development and expansion of Folsom Lake College, private universities, and other educational facilities. IGC

PFS 2.1.5 Library

Strive to keep library programs and materials relevant, easy to access, and provided in a safe and enjoyable environment. SO

Water Supply

Policies in this section provide for safe, efficient water systems in Folsom. Adequate water is essential for the basic operation of a city, and an efficient system is becoming even more essential as water becomes an increasingly scarce resource in California. In particular, the efficient use of the City's water resources will be critical to ensuring Folsom has the water needed to grow and thrive.

Potable water in Folsom is provided by different entities depending on location. The City of Folsom provides potable water to the Folsom Service Area, which includes the area south of the American River within the city limits. In addition, a portion of the city south of Highway 50 (approximately 200 acres) is within the El Dorado Irrigation District's water service area. The area north of the river is supplied wholesale water by the San Juan Water District, although the City is the retail water provider to customers within the Ashland Water Service Area, which is located east of Baldwin Dam Road and Oak Avenue.

Goal PFS 3.1

Maintain the City's water system to meet the needs of existing and future development while improving water system efficiency.

PFS 3.1.1 Water Master Plan

Maintain and implement the Water Master Plan to ensure water facilities are adequate to meet existing customer needs and construct facilities to meet future needs. MPSP

PFS 3.1.2 Urban Water Management Plan

Maintain and implement the Urban Water Management Plan to ensure the supply of water meets current and future customer demand as required by State law. MPSP

PFS 3.1.3 Water Efficient Landscape Ordinance

Continue to require water efficient landscaping consistent with the Water Efficient Landscape Ordinance. RDR

PFS 3.1.4 New Technologies

Support efforts to encourage the use of new technologies to meet the goals in the Urban Water Management Plan and Water Master Plan. MPSP

PFS 3.1.5 Agency Coordination

Coordinate with regional and sub-regional agencies to ensure the reliability of an adequate water supply. IGC

PFS 3.1.6 Water Quality

Ensure the provision of healthy, safe water for all users in Folsom through facilities, policies, programs, and regulations. MPSP RDR

PFS 3.1.7 Water Supply

Provide an adequate supply of water for all users in Folsom now and in the future. MPSP

PFS 3.1.8 Water Resources

Require water resources be developed in coordination with local flood management, water conservation, and groundwater agencies. RDR

PFS 3.1.9 Water Conservation Programs

Promote water conservation through a variety of water conservation programs that include education and enforcement. MPSP

PFS 3.1.10 Water Conservation Standards

Achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan, Senate Bill SB X7-7 2009, and the City of Folsom Urban Water Management Plan. MPSP

PFS 3.1.11 Resilient System

Ensure a resilient water storage and distribution system that can rapidly recover to provide water in the event of a disaster. SO

PFS 3.1.12 Non-Potable Water

Endeavor to provide non-potable water by ensuring new development south of Highway 50 is served by a non-potable water distribution system and seek sources of non-potable water for landscaping and other appropriate uses citywide. SO

Wastewater Systems

The City of Folsom's Environmental and Water Resources Department is responsible for the wastewater system for the city of Folsom, with the exception of a small area south of Highway 50 that is served by the El Dorado County Irrigation District (EID). The City does not own or operate the facilities that treat its wastewater, however. The City of Folsom collects wastewater within the city limits, including Folsom Prison, which is routed through interceptors owned by the Sacramento Regional County Sanitation District (SRCSD) to be treated at the Sacramento Regional Wastewater Treatment Plant (SRWTP) located in Elk Grove. SRCSD only treats Folsom's wastewater; stormwater is handled by the City. Policies in this section ensure Folsom's local wastewater network is adequate and connects to the larger, regional system.

Goal PFS 4.1

Maintain an adequate wastewater system to meet the needs of the community.

PFS 4.1.1 Wastewater System

Ensure the local wastewater network is built and maintained to provide cost-effective wastewater service. SO

PFS 4.1.2 Regional Cooperation

Coordinate with the Sacramento Regional County Sanitation District and Sacramento Area Sanitation District to ensure the efficient and environmentally-sound treatment of Folsom's wastewater. IGC

Stormwater Systems

Stormwater systems are essential for the safe and efficient drainage of excess rain and groundwater from streets, parking lots, roofs, and other non-permeable surfaces. Policies in this section require construction of adequate storm drainage facilities and services.

Goal PFS 5.1

Ensure adequate flood control and stormwater drainage.

PFS 5.1.1 Maintain Adequate Storm Drainage

Develop and maintain an adequate storm drainage system. SO

PFS 5.1.2 FEMA Flood Maps

Seek funding from the Federal Emergency Management Agency (FEMA) to keep all Flood Hazard maps current. FB

PFS 5.1.3 Urban Runoff

Strive to reduce the amount of urban runoff and seek to capture and treat runoff before it enters streams, lakes, and rivers, applicable only to new development. SO

PFS 5.1.4 Green Stormwater Infrastructure

Encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to preserve and create open space and improve runoff water quality. MPSP

Law Enforcement

Law enforcement plays a critical role in ensuring Folsom is a safe and desirable community. Law enforcement personnel also are a public face for the City, and the relationships they form with community members are critical to the success of the City's mission and Law Enforcement's mission. Policies in this section provide for the facilities, educational programs, and safety measures necessary to protect the long-term safety of the community.

Goal PFS 6.1

Maintain a high level of police service as new development occurs to protect residents, visitors, and property.

PFS 6.1.1 Adequate Facilities

Strive to provide law enforcement facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development. SO

PFS 6.1.2 Police Response Standards

Strive to maintain the minimum feasible response times for police calls. The goal for Priority 1 (life threatening) and Priority 2 (crime in progress/just occurred) calls shall be five minutes or less for 90 percent of the calls given the resources available. RDR

PFS 6.1.3 Police Communication

Maintain close ties and open lines of communication with the community and strive to improve customer satisfaction. PI

PFS 6.1.4 Neighborhood Watch

Provide neighborhood security and crime prevention information and training to neighborhood groups and homeowners' associations. PI

PFS 6.1.5 Citizen Alert System

Maintain and implement a system to call residents with important safety information. Circumstances for use could be notification of a missing child, necessary evacuations, or other public safety concerns. SO

PFS 6.1.6 Youth Programs

Maintain and implement programs that promote safety and a drug-free lifestyle to Folsom's young people. MPSP

PFS 6.1.7 Development Review

Continue to include the Police Department in the review of development proposals to ensure that projects adequately address crime and safety, and promote the implementation of Crime Prevention through Environmental Design principles. RDR

Fire Protection and Emergency Medical Services

Policies in this section provide for coordinated fire protection and emergency medical services that serve all areas of the city and support the needs of Folsom residents and businesses. Policies ensure a safe community through the expansion of fire personnel and facilities commensurate with population growth. Policies support the education of residents and businesses on the potential risks and fire prevention techniques, and require existing and new development to incorporate fire prevention and suppression measures.

Goal PFS 7.1

Prevent loss of life, injury, and property due to wildland and structural fires, while ensuring an adequate level of fire protection service is maintained for all.

PFS 7.1.1 Adequate Facilities and Services

Strive to provide fire department facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development. SO

PFS 7.1.2 Fire Response Standards

Maintain adequate fire suppression response capabilities in all areas of the city consistent with the Fire Service Delivery Plan. RDR

PFS 7.1.3 Mutual Aid Agreements

Maintain mutual aid agreements with neighboring jurisdictions in Sacramento, El Dorado, and Placer Counties that ensure the closest and appropriate unit will respond to an emergency. IGC

PFS 7.1.4 Optimal Siting

Require that new fire stations are strategically located to ensure optimal response time and physical barriers are considered in the siting of new stations. SO

PFS 7.1.5 Fire Flow Requirements

Ensure that adequate water fire-flow capability is provided throughout the city that conforms to the fire flow requirements of the *California Fire Code*. SO

PFS 7.1.6 Inspections

Ensure the continued compliance of structures with City and State fire and life safety regulations by conducting periodic inspections. RDR

PFS 7.1.7 Built-In Fire Suppression

Minimize dependence on fire department staff and equipment and improve fire safety by requiring installation of built-in fire suppression equipment in all new buildings in accordance with the *California Fire Code*. RDR

PFS 7.1.8 New Development

Require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards. RDR

PFS 7.1.9 Fire Access Design and Building Materials

Ensure that fire equipment access is integrated into the design of new developments, as well as the use of fire-resistant landscaping and building materials. RDR

PFS 7.1.10 Removal of Fire Hazards

Require property owners to remove fire hazards, including excessive/overgrown vegetation, hazardous structures and materials, and debris. RDR

PFS 7.1.11 Community Education

Encourage residents to be prepared for emergency situations by providing public education and training for disasters. PI

Utilities

Electric, gas, and telecommunication utilities are foundational networks; Folsom's residents and businesses cannot operate without them. Increasingly, cities need to be on the cutting edge of new telecommunications technologies to attract and retain new businesses. Folsom also needs to reduce its energy consumption to help ensure a sustainable and healthy future. Policies in this section provide for the safe and efficient provision of electric, gas, and telecommunication utilities.

Goal PFS 8.1

Provide for the energy and telecommunications needs of Folsom and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies now and in the future.

PFS 8.1.1 Provision of Utilities

Coordinate with public, quasi-public, and private utility providers to ensure adequate service to City residents. IGC JP

PFS 8.1.2 Telecommunication Technologies

Support the implementation of new telecommunication technologies (e.g., fiber optic broadband internet) to attract new businesses and serve residential customers. MPSP

PFS 8.1.3 Renewable Energy

Promote efforts to increase the use of renewable energy resources such as wind, solar, hydropower, and biomass both in the community and in City operations, where feasible. MPSP

PFS 8.1.4 Regional Energy Conservation

Partner with neighboring jurisdictions and local energy utilities (e.g., SMUD and PG&E) to develop, maintain, and implement energy conservation programs. IGC

PFS 8.1.5 PACE Program

Assist in implementing the Property Assessed Clean Energy (PACE) financing programs to provide residential and commercial property owners with energy efficiency and renewable energy financing opportunities. MPSP

PFS 8.1.6 Energy-Efficient Lighting

Reduce the energy required to light Folsom's parks and public facilities by employing energy-efficient lighting technology. SO

PFS 8.1.7 Energy Conservation in City Operations

Strive to achieve an overall 20 percent reduction in City facility energy usage by continuing to install energy efficiency upgrades in City facilities (buildings, parks, and infrastructure) and implementing programs to measure and track energy usage in City facilities. SO

PFS 8.1.8 City Fleet Fuel Efficiency

Strive to reduce consumption of carbon-intensive fuels related to business travel and fleet vehicles through the purchase of more efficient or alternative-fuel vehicles when buying new or replacement vehicles. SO

PFS 8.1.9 Water Heater Replacement

Encourage the use of high-efficiency or alternatively-powered water heater replacements at time of replacement in existing residential development. RDR

Solid Waste and Recycling

As of 2014, Folsom's residents and businesses generate approximately 200 tons of waste per day, much of which is recycled. Policies in this section support additional waste reduction and recycling efforts to minimize the adverse impact on the environment.

Goal PFS 9.1

Reduce the amount of waste entering regional landfills through an effective waste management program.

PFS 9.1.1 Collection

Endeavor to make available timely, convenient, and cost-effective collection of solid waste for residents and businesses. SO

PFS 9.1.2 Waste Reduction

Support efforts to reduce the amount of waste disposed of in landfills through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate. SO

PFS 9.1.3 Recycling Target

Support efforts to achieve a citywide disposal rate of 1.5 pounds per person per day, exceeding statewide target of 2.7 pounds per person per day by 2035. PI

PFS 9.1.4 Composting

Provide green waste collection and offer compost education to divert organic material from local landfills. SO PI

8 Parks and Recreation

Folsom's parks, open spaces, and recreation amenities contribute to the city's excellent quality of life. Folsom's connection to the outdoors and its active recreational lifestyle are central to its identity. Residents can walk, bike, paddle, row, hike, and play in Folsom's extensive network of parks and trails. Lake Natoma, Folsom Lake, and the American River also provide excellent recreation opportunities.

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Park Development and Maintenance

Policies in this section provide for the maintenance and development of parkland and recreation facilities. Folsom has a wide range of existing parks, including small neighborhood parks and larger parks such as Lembi Community Park and Nisenan Community Park. Parks provide locations for playgrounds, ball fields, paths, picnics, and community gatherings as well as undisturbed open space and natural resources. The continued development of new parks and maintenance of existing parks will help ensure existing and future residents will have an excellent quality of life.

Goal PR 1.1

Develop and maintain quality parks that support the diverse needs of the community.

PR 1.1.1 Parks and Recreation Master Plan

Maintain and continue to implement a Parks and Recreation Master Plan to carry out the goals and policies of this General Plan. MPSP

PR 1.1.2 Complete System

Develop and maintain a robust system of parks, recreation facilities, and open space areas throughout Folsom that provide opportunities for both passive and active recreation. SO

PR 1.1.3 Park Design

Develop well-designed parks that enrich and delight park users through innovative and context appropriate design. SO

PR 1.1.4 Park Acreage Service Level Goal

Strive to develop and maintain a minimum of five acres of neighborhood and community parks and other recreational facilities/sites per 1,000 population. MPSP

PR 1.1.5 Bicycle and Pedestrian Plan Consistency

Require parks and recreation facilities be consistent with Folsom's Bikeway Master Plan and Pedestrian Master Plan and connect to the bikeway system whenever possible. MPSP

PR 1.1.6 Late-Night Park Use

Develop and maintain parks with night-use capability. SO

PR 1.1.7 Universal Access

Require new parks and open spaces be easily accessible to the public, including providing disabled access. SO

PR 1.1.8 Shade and Hydration

Ensure water fountains, trees, pavilions, arbors, and canopies are provided in Folsom's parks and playgrounds, as well as along bike paths, trails, and other active transportation corridors, where appropriate and feasible, to provide important safeguards on hot days. SO

PR 1.1.9 Water-Wise Landscaping

Employ low water use landscaping in the development of City parks. SO

PR 1.1.10 Appropriate Land for Parks

Land accepted for parks shall not be constrained by drainage, slopes, easements, regulated species/habitats, dense natural vegetation, and/or structures that limit the full recreational use. RDR

PR 1.1.11 Parkland Acreage

Do not accept easements and designated open space/natural areas as parkland acreage. These areas may be used for parkland; but shall not be credited as parkland under the parkland dedication ordinance. RDR

PR 1.1.12 Neighborhood Parks

Strive to ensure all neighborhoods, new and established, have parks that serve as community focal points. MPSP

PR 1.1.13 Community Gardens

Encourage community gardens consistent with the Parks and Recreation Master Plan. MPSP

PR 1.1.14 Parkways

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

PR 1.1.15 Repair and Maintenance

Maintain all facilities and equipment to ensure that State and industry safety standards and guidelines are met. The City shall monitor, repair, and replace facilities and equipment as needed. SO

PR 1.1.16 Alternative Funding Sources

Develop programs to identify and attain alternative sources of funding for the acquisition, development, and renovation of parklands and financing of recreation programs. FB

PR 1.1.17 Capital Improvement Program

Maintain and implement a capital improvement program for long-term and short-term recreation projects. FB

Recreational Programs

Access to a broad range of recreational activities is important to improving public health through exercise, social connections, and leisure/educational pursuits. Recreational programs foster community cohesion and provide companionship. The City's recreational program offerings provide a myriad of benefits to all Folsom residents. Policies in this section ensure Folsom provides recreation programs that meet the needs of residents.

Goal PR 2.1

Develop, maintain, and implement quality recreation activities that meet the diverse needs of the community.

PR 2.1.1 Diversity of Users

Provide recreation programming, special events and venues, and educational opportunities that honor, interpret, and celebrate the diversity, history, cultural heritage, and traditions of Folsom. SO

PR 2.1.2 Priority for Folsom Residents

Ensure that Folsom residents be given first priority for the participation in City-sponsored recreation programs, activities, and leagues. SO

PR 2.1.3 Families

Encourage or co-sponsor programs that involve the entire family. SO

Community Involvement

Folsom is well known for its extensive parks network with many recreational program offerings. To ensure Folsom's parks and recreation programs continue to meet the needs of all residents, the City must seek the input of community members. Policies in this section improve Folsom's parks and recreation programs by encouraging public input on parks planning and the menu of recreation programs offered by the City.

Goal PR 3.1

Encourage community members and organizations to participate in the planning, development, and maintenance of recreation facilities and programs.

PR 3.1.1 Simple Registration

Encourage registration procedures for recreation programs that require minimal paperwork and are easy to understand. SO

PR 3.1.2 Community Participation

Encourage community participation in park and recreation planning through the Park and Recreation Commission and Arts and Cultural Commission and other relevant community meetings and forums, and by providing public information on recreation programs and activities. PI

PR 3.1.3 Community Expertise

Encourage community members to share their expertise as instructors of special programs (e.g., fishing, dance, cycling). The City may serve as coordinator for such programs by providing facilities and public outreach. MPSP

Governmental Coordination

Recreation opportunities for Folsom residents are enhanced by the open space provided by the Folsom Cordova Unified School District and nearby State and regional parks. Policies in this section optimize Folsom's park planning by coordinating with other public entities on the provision of park and recreation facilities.

Goal PR 4.1

Effectively use City resources and the resources of other public entities to plan for recreation programs and facilities.

PR 4.1.1 Coordination with State and County Parks

Coordinate with State and County park officials to provide education in programs that inform the community on topics such as local natural resources, conservation efforts, and fire safety. IGC

PR 4.1.2 School Cooperation

Strive to maintain a joint use arrangement of park and school facilities with the Folsom Cordova Unified School District. IGC

PR 4.1.3 County, State, and Federal Cooperation

Cooperate with the County Department of Regional Parks, State Department of Parks and Recreation, State Department of Corrections and Rehabilitation, State Department of Fish and Wildlife, and U.S. Bureau of Reclamation on facility development and program offerings as appropriate. IGC

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. IGC

PR 4.1.5 Waterway Recreation and Access

Coordinate with appropriate Federal and State agencies, Sacramento County Regional Parks, private landowners, and developers to manage, preserve, and enhance the American River Parkway, urban waterways, and riparian corridors, including public access for active and passive recreation. IGC

9 Safety and Noise

Safety is a basic human need and is required for a community to thrive. The goals and policies in this element are designed to protect and enhance public health and safety of Folsom residents, property, and environment. Folsom is susceptible to several kinds of hazards, and the policies in this element are intended to address these hazards. This element also protects the community from the unwanted impacts of excessive noise.

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Emergency Preparedness

A community with a plan of action in case of emergency can better respond to disasters and more quickly recover from them. Folsom faces potential hazards in the form of earthquakes, liquefaction, flooding, wildfires, hazardous materials, and noise. Policies in this section ensure that Folsom is adequately prepared for any type of foreseeable hazard or emergency.

Goal SN 1.1

Maintain an effective response to emergencies, provide support and aid in a crisis, and repair and rebuild after a crisis.

SN 1.1.1 Emergency Operations Plan

Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications. MPSP

SN 1.1.2 Community Emergency Response Team

Support the Community Emergency Response Team program to train and prepare residents to mobilize in the event of a disaster. MPSP

SN 1.1.3 Cooperation

Coordinate with emergency response agencies, school districts, utilities, relevant nonprofits, and business interests to ensure a coordinated response to and recovery from a disaster. IGC JP

SN 1.1.4 Multi-Hazard Mitigation Plan

Maintain on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan within the city. MPSP

Geologic and Seismic Hazards

California is a geologic and seismically active state. No major faults cross Folsom, but nearby faults could create hazardous conditions for Folsom residents. If not adequately prepared, buildings, roads, bridges, utility lines, and other infrastructure could be damaged or destroyed. Policies in this section require Folsom to prepare for geologic and seismic hazards and their impacts.

Goal SN 2.1

Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.

SN 2.1.1 Requirements

Develop, maintain, and implement land use planning, building construction, and retrofitting requirements consistent with State standards to reduce risk associated with geologic and seismic hazards. MPSP

SN 2.1.2 Roads, Bridges, and Utility Lines

Ensure that the design and engineering of new roads, bridges, and utility lines can withstand movement or ground failure associated with the seismic risk in Folsom consistent with State standards. SO

SN 2.1.3 Asbestos

Require new development projects in areas containing naturally-occurring asbestos to mitigate the hazards associated with asbestos consistent with State law. MPSP

SN 2.1.4 Dredge Tailings

Require new development on dredge tailings to conform to the guidelines and regulations of the California Geological Survey. RDR

Flood Hazards

Folsom is bisected by the American River, as well as smaller streams. The city also shares borders with Lake Natoma and Folsom Lake. These bodies of water create an environment where flooding is a possibility, particularly in the small streams that wind through Folsom. Policies in this section seek to prepare Folsom for flooding and minimize the risk to residents and property.

Goal SN 3.1

Minimize the risk of flooding hazards to people, property, and the environment.

SN 3.1.1 200-Year Floodway

Regulate new development or construction within the 200-year floodway to assure that the water flows upstream and downstream from the new development or construction will not be altered from existing levels. RDR

SN 3.1.2 Development within the Inundation Boundary

Coordinate with the U.S. Army Corps of Engineers in developing standards for development within the inundation boundary resulting from a failure of Folsom Dam or the dikes retaining Folsom Lake. IGC

SN 3.1.3 Public Facilities

Require that new critical facilities (e.g., hospitals, emergency command centers, communication facilities, fire stations, police stations) are located outside of 100- and 200-year floodplains, or where such location is not feasible; design the facilities to mitigate potential flood risk to ensure functional operation during a flood event. SO

SN 3.1.4 Flood Control Costs

Minimize new development in the 200-year floodway to reduce the long-term public costs of building and maintaining flood control improvements, as required by FEMA and State law. RDR

SN 3.1.5 Agency Coordination

Coordinate with local, regional, State, and Federal agencies with responsibility for flood management to minimize flood hazards and improve safety. IGC

Wildfire Hazards

Significant parts of Folsom fall within moderate or high wildfire risk areas, particularly along the American River and near the Folsom-El Dorado Hills border. The region's hot, dry summers create an annual wildfire threat. Policies in this section aim at minimizing the risk of wildfires and preparing Folsom for wildfires.

Goal SN 4.1

Minimize the adverse impacts resulting from wildfires.

SN 4.1.1 Defensible Space

Require development in the urban-wildland interface to use "defensible space" design and maintenance to protect lives and property from the risk associated with wildfires. Defensible space techniques include planting less flammable species around buildings, such as fire resistant native and adapted species, and the use of mulch to prevent erosion on bare soil. RDR

SN 4.1.2 Coordination

Coordinate with fire protection and emergency service providers to assess wildfire hazards before and after wildfire events. Providers should coordinate efforts to effectively address any wildfire threat. IGC

SN 4.1.3 Community Wildfire Preparedness Plan

Maintain the City of Folsom Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. MPSP

SN 4.1.4 Wildland Fire Risk Reduction

To reduce the risk of wildland fire, continue to implement Wildland-Urban Interface Building Standards, vegetative fuels management, evacuation planning, and public education. RDR MPSP PI

Hazardous Materials

Hazardous materials include a wide variety of substances found in homes as well as in industry. Used motor oil, paint, solvents, gasoline, and refrigerants are only a small list of the substances considered potentially hazardous to humans and the environment. Policies in this section support Folsom's hazardous materials programs to minimize the risk of hazardous materials.

Goal SN 5.1

Protect the health and welfare of the residents of Folsom through the management and regulation of hazardous materials in a manner that focuses on preventing problems.

SN 5.1.1 Hazardous Materials Management System

Coordinate with industry, community groups, and government agencies to maintain and implement an effective, workable, and fair hazardous materials management system. IGC JP

SN 5.1.2 Hazardous Materials Education

Educate the general public and interested parties on the technical and administrative developments in the field of hazardous materials management. PI

SN 5.1.3 Workplace Safety

Encourage the effective implementation of workplace safety regulations and assure that hazardous material information is available to users and employees. RDR

SN 5.1.4 Transport of Hazardous Materials

Strive to protect residents and sensitive facilities from avoidable incidents in the transportation of hazardous materials in the county. MPSP

Noise

Unwanted noise can be a nuisance that impacts quality of life. In extreme cases excessive noise can cause health problems. Vehicle traffic on freeways and major roadways, aircraft fly-overs, industrial activities, and outdoor recreation venues are sources of noise that affect the city. Policies in this section propose mitigation measures to address the harmful effects of noise.

Goal SN 6.1

Protect the citizens of Folsom from the harmful effects of exposure to excessive noise and to protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

SN 6.1.1 Noise Mitigation Strategies

Develop, maintain, and implement strategies to abate and avoid excessive noise exposure in the city by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses. MPSP

SN 6.1.2 Noise Mitigation Measures

Require effective noise mitigation for new development of residential or other noise sensitive land uses to reduce noise levels as follows:

1. For noise due to traffic on public roadways, railroad line operations, and aircraft: achieve compliance with the performance standards within Table SN-2.
2. For non-transportation-related noise sources: achieve compliance with the performance standards contained within Table SN-1.
3. If compliance with the adopted standards and policies of the Safety and Noise Element will not be achieved even with feasible mitigation measures, a statement of overriding considerations for the project must be provided. RDR

SN 6.1.3 Acoustical Analysis

Require an Acoustical Analysis prior to approval of proposed development of residential or other noise-sensitive land uses in a noise-impacted area. RDR

SN 6.1.4 Noise and Project Review

Develop, maintain, and implement procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes. The appropriate time for requiring an acoustical analysis would be as early in the project review process as possible so that noise mitigation may be an integral part of the project design. RDR

SN 6.1.5 Automobile Noise

Encourage the enforcement of the existing section of the California Vehicle Code relating to adequate vehicle mufflers and modified exhaust systems. RDR

SN 6.1.6 Aircraft Noise

Strive to reduce noise from aircraft travel over Folsom. IGC

SN 6.1.7 Noise Barriers

If noise barriers are required to achieve the noise level standards contained within this Element, the City shall encourage the use of these standards:

1. Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm so that the total height of the solid portion of the barrier (such as masonry or concrete) does not exceed six feet.
2. The total height of a noise barrier above roadway elevation should normally be limited to 12 feet.
3. The noise barriers should be designed so that their appearance is consistent with other noise barriers in the project vicinity. RDR

SN 6.1.8 Vibration Standards

Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in Table SN-3 (Groundborne Vibration Impact Criteria for General Assessment). RDR

Table SN-1: Noise Compatibility Standards

Land Use	Exterior Noise Level Standard for Outdoor Activity Areas[a]	Interior Noise Level Standard	
	L_{dn}/CNEL, dB	L_{dn}/CNEL, dB	L_{eq}, dB[b]
Residential (Low Density Residential, Duplex, Mobile Homes)	60[c]	45	N/A
Residential (Multi Family)	65[d]	45	N/A
Transient Lodging (Motels/Hotels)	65[d]	45	N/A
Mixed-Use Developments	70	45	N/A
Schools, Libraries, Churches, Hospitals, Nursing Homes, Museums	70	45	N/A
Theaters, Auditoriums	70	N/A	35
Playgrounds, Neighborhood Parks	70	N/A	N/A
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	N/A	N/A
Office Buildings, Business Commercial and Professional	70	N/A	45
Industrial, Manufacturing, and Utilities	75	N/A	45

Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Community Development Department.

a) *Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single-family residential units, and the patios or common areas where people generally congregate for multifamily development. Outdoor activity areas for nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas. Where the location of outdoor*

activity areas is unknown, the exterior noise standard shall be applied to the property line of the receiving land use.

b) As determined for a typical worst-case hour during periods of use.

c) Where it is not possible to reduce noise in outdoor activity areas to 60 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 65 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

d) Where it is not possible to reduce noise in outdoor activity areas to 65 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 70 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Table SN-2: Noise Level Standards from Stationary Sources

Noise Level Descriptor	Daytime (7:00 A.M. to 10:00 P.M.)	Nighttime (10:00 P.M. to 7:00 A.M.)
Hourly L_{eq}, dB	55	45
Maximum level, dB	70	65

Noise levels are measured at the property line of the noise-sensitive use.

Table SN-3: Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels (VdB)		
	Frequent Events[a]	**Occasional Events[b]**	**Infrequent Events[c]**
Category 1: Buildings where vibration would interfere with interior operations	65[d]	65[d]	65[d]
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Source: Federal Transit Administration, Transit Noise Impact and Vibration Assessment, May 2006.

Vibration levels are measured in or near the vibration-sensitive use.

a) *"Frequent Events" is defined as more than 70 vibration events of the same source per day.*

b) *"Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.*

c) *"Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.*

d) *This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.*

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10 Implementation

If the City's General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. This element describes the General Plan Maintenance and Monitoring procedures and lists the General Plan's implementation programs.

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Maintenance and Monitoring

The City of Folsom is committed to reviewing its progress in implementing the goals and policies of the General Plan at a minimum of every five years. Since many of the factors and issues that the General Plan addresses change from year to year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the Plan's vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

General Plan Review and Update

At least once every 10 years, the City will aim to thoroughly review the General Plan and revise and update it as necessary. This review and update process will encompass the entire General Plan, including the Background Report and Policy Document goals, policies, and implementation programs.

General Plan Amendments

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. Like the adoption of the general plan itself, General Plan amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan. Some of these will be policy changes, while many will likely be changes to the Land Use Diagram. City staff and decision-makers will need to carefully evaluate each of the changes, not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

General Plan Consistency in Implementation

To ensure City staff and decision-makers systematically implement the policies and proposals of the general plan, State law since the early 1970s has increasingly insisted that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law.

The following is a partial list of City actions that must be consistent with the General Plan:

- Master plans
- Specific plans
- Capital projects (including indirectly facility master plans)
- Development agreements
- Subdivision approvals
- Development projects

Categories of Implementation Actions/Tools

The City of Folsom will implement the goals and policies of the General Plan through many actions and tools grouped according to the eight categories listed below. The two- to four-letter identifiers are used in Part 2 of the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs section of Part 3 to indicate the type of specific implementation program:

- Regulation and Development Review RDR
- City Master Plans, Strategies, and Programs MPSP
- Financing and Budgeting FB
- Planning Studies and Reports PSR
- City Services and Operations SO
- Inter-governmental Coordination IGC
- Joint Partnerships with the Private Sector JP
- Public Information PI

Regulation and Development Review (RDR)

Many General Plan policies are implemented through regulations adopted by the City based on the City's "police power" to protect the public health, safety, and welfare. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the General Plan. The following is a list of regulatory plans and ordinances commonly used to implement the General Plan:

- Master plans
- Specific plans
- Zoning ordinance
- Subdivision ordinance
- Building and other codes
- Habitat conservation plans
- California Environmental Quality Act (CEQA)
- Development review

City Master Plans, Strategies, and Programs (MPSP)

The City has adopted many master plans, strategies, and programs focusing City attention on various types of City services and facilities, development, or geographic areas. These are prepared to provide more specific direction for City decision-makers, staff, and the public on how the General Plan will be implemented. They are not elements or components of the General Plan. The following is a list of master plans, strategies, and programs that the City has prepared or plans to prepare:

- Parks and Recreation Master Plan
- Pedestrian Master Plan
- Bikeway Master Plan
- Intelligent Transportation Systems (ITS) Master Plan
- Arts and Culture Master Plan
- Historic District Zoning Ordinance and Design and Development Guidelines
- Historic Preservation Master Plan
- Water Master Plan

- Urban Water Management Plan
- Fire Service Delivery Plan
- Emergency Operations Plan
- Multi-Hazard Mitigation Plan
- Community Wildlife Preparedness Plan
- Sanitary Sewer Management Plan
- River District Master Plan

Specific implementation programs call for the annual or periodic review of many of these master plans, strategies, and programs in addition to adoption of some new master plans and strategies.

Financing and Budgeting (FB)

The development, maintenance, and operation of public facilities such as parks and drainage facilities and the provision of City services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program, which is updated annually. The following is a list of revenue sources used by or available to the City to support development, maintenance, or operation of public facilities and services:

- Property tax revenue
- Sales tax revenue
- User fees
- Development fees
- Quimby Act (Park) dedications
- Business improvement districts
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes
- County, State, and Federal funding

Planning Studies and Reports (PSR)

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council as needed or are prepared annually to report on the status and implementation of the General Plan or a master plan.

City Services and Operations (SO)

The City provides a broad range of services to its residents, businesses, and visitors, and manages and operates its facilities to meet community needs. How the City provides services and carries out its operations makes a significant difference in how effectively the General Plan is implemented.

Inter-governmental Coordination (IGC)

The City must coordinate with numerous local, regional, State, and Federal agencies to implement the General Plan. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Local agencies such as Sacramento County; Folsom Cordova Unified School District; and special districts;
- Regional agencies such as Sacramento Local Agency Formation Commission (LAFCo); Sacramento Area Council of Governments (SACOG); Sacramento Regional Transit (SacRT); and Sacramento Placerville Transportation Corridor (SPTC-JPA);
- State agencies such as Caltrans, General Services, California Environmental Protection Agency (EPA), California Department of Parks and Recreation, California Office of Historic Preservation, and Native American Heritage Commission (NAHC); and
- Federal agencies such as U.S. Bureau of Reclamation; U.S. Fish and Wildlife Services (USFWS); U.S. Army Corps of Engineers; and Federal Emergency Management Agency (FEMA).

The City recognizes there are unique public and private partnerships. In those instances where there are public and private partnerships, it will involve both inter-governmental coordination and joint partnerships with the private sector as described in more detail below.

Joint Partnerships with the Private Sector (JP)

The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan.

Public Information (PI)

The City can use a wide range of tools to keep the city's residents informed of City services or other issues of current interest. Public information can be distributed through media such as brochures, pamphlets, the City's website, workshops, seminars, public access television, radio, newspapers, public hearings, neighborhood and community meetings, and customer service hotlines.

Implementation Programs

Specific implementation programs are listed in the following tables. Similar to the policies, each implementation program is followed by a set of letters that identifies a type of action or tool that the City will use to carry out the implementation program. Following each implementation program is a description of which policy(ies) the program implements, which City department(s) is responsible for implementation, and which department(s) will support the responsible department(s). Finally, to the right of each program is a timeline that identifies when the implementation will be completed.

The implementation program tables are organized as follows:

- Table 9-1: Land Use Implementation Programs
- Table 9-2: Mobility Implementation Programs
- Table 9-3: Economic Prosperity Implementation Programs
- Table 9-4: Natural and Cultural Resources Implementation Programs
- Table 9-5: Public Facilities and Services Implementation Programs
- Table 9-6: Parks and Recreation Implementation Programs
- Table 9-7: Safety and Noise Implementation Programs

Table 9-1: Land Use Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
LU-1. Update the Zoning Ordinance Develop a priority list for how sections of the Folsom Zoning Ordinance and applicable guidelines will be updated consistent with the General Plan. The City shall review and update the Folsom Zoning Ordinance and applicable guidelines, consistent with the policies and diagrams of the General Plan. The update shall include developing appropriate standards to encourage mixed use within the East Bidwell Overlay area and transit-oriented development around light rail stations, including restrictions on automobile-oriented uses within one-quarter mile of light rail stations. The City shall review and update the Historic District Design and Development Guidelines. RDR PSR		X				X
Implements Policy(ies):	LU 1.1.1					
Responsible Department(s)	Community Development					
Supporting Department(s)						
LU-2. Vacant and Underutilized Sites Develop and maintain a citywide database of vacant and underutilized sites to monitor the city's growth and change. The City shall prepare an annual report to the Planning Commission and City Council on the number of vacant sites and underutilized sites that were developed during the previous year. PSR PI		X			X	
Implements Policy(ies):	LU 1.1.11					
Responsible Department(s)	Community Development					
Supporting Department(s)						
LU-3. Corporation Yard Special Study Develop and adopt a study of the current City of Folsom corporation yard to determine appropriate uses and projects after the City relocates the corporation yard. MPSP			X			
Implements Policy(ies):	LU 4.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-1: Land Use Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
LU-4. Property Owner Outreach on Overlay Designations Reach out to property owners within the East Bidwell Mixed Use Overlay and Transit-Oriented Development Overlay areas to explain the options available to property owners and developers in this area, and provide technical assistance, as appropriate, to facilitate development within these areas. RDR PI		X				X
Implements Policy(ies):	LU 3.1.1- 3.1.8, 4.1.1-4.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						
LU-5. River District Master Plan Prepare a River District Master Plan for Folsom's riverfront area that is based on widespread community engagement as well as coordination with the California Department of Parks and Recreation. MPSP		X	X			
Implements Policy(ies):	LU 5.1.1-5.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Parks and Recreation					
LU-6 Adopt Green Building Encourage new residential and non-residential construction projects to adopt and incorporate green building features included in the CALGreen Tier 1 checklist in project designs; and, encourage projects to seek LEED rating and certification that would meet equivalent CALGreen Tier 1 standards or better. Consider future amendments to City code to adopt CALGreen Tier 1 requirements consistent with State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, CALGreen Tier 1 compliance would be required.						X
Implements Policy(ies):	LU 1.1.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-1: Land Use Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
LU-7 Encourage Zero Net Energy Encourage Zero Net Energy (ZNE) building design for new residential and non-residential construction projects. Consider future amendments to City code to adopt ZNE requirements consistent with the State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, achievement of ZNE would be required consistent with provisions in the State building code under California Code of Regulations, Title 24, Part 6.						X
Implements Policy(ies):	LU 1.1.13					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-1. Transportation Demand Management			X			
Adopt a citywide Transportation Demand Management (TDM) program that encourages residents to reduce the amount of trips taken with single-occupancy vehicles. The program shall be designed to achieve an overall 15 percent vehicle mile traveled (VMT) reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT. The City shall coordinate with employers to develop a menu of incentives and encourage participation in TDM programs. MPSP						
Implements Policy(ies):	M 1.1.9, NCR 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
M-2. Intelligent Transportation Systems (ITS) Master Plan				X		
Adopt and periodically update an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Implement the ITS Master Plan that may include the following: • Installing closed-circuit television (CCTV) cameras at designated traffic signals as defined in the ITS Master Plan. • Collaborating with neighboring jurisdictions to develop ITS standards and specifications; participate in the Highway 50 Fiberoptic Interconnection Group (50-FIG). • Deploying Dynamic Message Signs (DMS) at major decision points and key traveler information locations. • Developing and maintain a Traffic Operations Center to facilitate the sharing of traffic information between City staff, the public, and neighboring agencies. • Creating an ITS Operations and Maintenance Plan, including steps for replacing legacy equipment and systems. SO/MPSP						
Implements Policy(ies):	M 1.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-3. Electric Vehicle Charge Stations in Public Places Develop and implement a citywide strategy to install electric vehicle charging stations in public places where people shop, dine, recreate, and gather. MPSP			X			
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
M-4. Electric Vehicle Charge Stations at City Facilities Explore options to install electric vehicle quick charge stations at City facilities. SO			X			
Implements Policy(ies):	M 1.1.10					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
M-5. Pedestrian Master Plan Review and update its pedestrian master plan every five years to ensure it remains current and continues to provide sound guidance in creating links between Folsom's destinations. MPSP			X	X		
Implements Policy(ies):	M 2.1.1					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works, Parks and Recreation					
M-6. Bikeway Master Plan Review and update its bikeway master plan every five years to ensure it remains current and continues to provide sound guidance in creating links between Folsom's destinations. MPSP			X	X		
Implements Policy(ies):	M.2.1.5					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					

Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-7. Bicycle Safety Education Continue to implement a bicycle-safety education program for cyclists and motorists. PI						X
Implements Policy(ies):	M.2.1.9					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Public Works, Police Department					
M-8. Bicycle and Pedestrian Improvements Identify regional, State, and Federal funding sources to support bicycle and pedestrian facilities and programs to improve roadways and intersections by 2035. Actions include: • Require bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections serving the project. Improvements may include, but are not limited to: on-street bike lanes, traffic calming improvements such as marked crosswalks, raised intersections, median islands, tight corner radii, roundabouts, on-street parking, planter strips with street trees, chicanes, chokers, any other improvement that focuses on reducing traffic speeds and increasing bicycle and pedestrian safety. *For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, incorporation of applicable bicycle and pedestrian improvements into project designs or conditions of approval would be required.* • Based on the most recent citywide inventory of roadways and pedestrian/bicycle facilities, identify areas of greatest need, to focus improvements on first. Areas to prioritize include roadways or intersections with a lack of safety features, street where disruption in sidewalks or bicycle lanes occurs, areas of highest vehicle traffic near commercial centers and transit facilities, where increased use of pedestrian/bicycle facilities would be most used. RDR FB						X
Implements Policy(ies):	M 1.1.4, M 1.1.6, M 1.1.5, M 2.1.2, M 2.1.3, M 2.1.4, M 2.1.15					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					

Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-9. Safe Routes to School Coordinate with the Folsom Cordova Unified School District to pursue Safe Routes to School grants to fund programs and projects that ensure Folsom children can walk or bike to school safely. IGC						X
Implements Policy(ies):	M 2.1.16					
Responsible Department(s)	Public Works, Parks and Recreation					
Supporting Department(s)	Community Development					
M-10. Capital Southeast Connector Coordinate with other members of the Capital Southeast Connector Joint Powers Authority (JPA) to ensure the connector is constructed. The City shall continue to assign a Folsom representative to the JPA board. IGC						X
Implements Policy(ies):	M 4.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
M-11. Parking Standards Review and update its parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use and transit-oriented developments. RDR		X				
Implements Policy(ies):	M 4.2.1, M 4.2.2, M 4.2.3, M 4.2.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						
M-12. Commercial Truck Routes Review and update its commercial truck routes map to ensure it meets the economic needs of the community and includes STAA routes. MPSP		X				
Implements Policy(ies):	M 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

Table 9-2: Mobility Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
M-13. Quarry Truck Management Plan Maintain and implement a Quarry Truck Management Plan. MPSP					X	
Implements Policy(ies):	M 5.1.5					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

Table 9-3: Economic Prosperity Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
EP-1. Industry Cluster Analysis Coordinate with the Folsom Chamber of Commerce to conduct an analysis of the industry clusters that exist in Folsom and the emerging or potential clusters in Folsom. MPSP		X				
Implements Policy(ies):	EP 2.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)	Community Development					
EP-2. Customer Service Survey Develop and implement a customer service survey to better understand the customer service relationship between the City and business community. MPSP		X				
Implements Policy(ies):	EP 3.1.2					
Responsible Department(s)	City Manager					
Supporting Department(s)						
EP-3. Folsom Accelerated Small Tenant Improvement Review (FASTIR) Continue to maintain and implement a program to help tenants obtain building permits in a timely manner, with a goal of providing building permits within one to two days. RDR						X
Implements Policy(ies):	EP 3.1.3					
Responsible Department(s)	Community Development					
Supporting Department(s)						
EP-4. Inventory of Developable Sites Develop and maintain an inventory of developable sites to encourage the development of key new industries. MPSP						X
Implements Policy(ies):	EP 3.2.1					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-3: Economic Prosperity Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
EP-5. Folsom Tourism Bureau Coordinate with the Folsom Tourism Bureau on strategies to attract visitors to Folsom. The City shall invite representatives from the Folsom Tourism Bureau to regularly brief the Folsom City Council on programs and strategies. JP						X
Implements Policy(ies):	EP 6.1.7					
Responsible Department(s)	City Manager					
Supporting Department(s)	Community Development, Parks and Recreation					

Table 9-4: Natural and Cultural Resources Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
NCR-1. Urban Forest Plan Develop and maintain an Urban Forest Plan. MPSP			X			
Implements Policy(ies):	NCR 1.1.8					
Responsible Department(s)	Community Development					
Supporting Department(s)						
NCR-2. Maintain GHG Emissions Inventory Review and update the City's GHG emissions inventory for municipal and communitywide GHG emissions every five years at a minimum.			X	X		
Implements Policy(ies):	NCR 3.2.1, 3.2.2, 3.2.5					
Responsible Department(s)	Community Development					
Supporting Department(s)						
NCR-3. Creek Week Sponsor a citywide volunteer creek clean-up day during "Creek Week."					X	
Implements Policy(ies):	NCR 4.1.4					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
NCR-4. Cultural Resources Inventory Maintain and implement a cultural resource inventory to identify, evaluate, register, and protect Folsom's cultural resources. MPSP						X
Implements Policy(ies):	NCR 5.1.2					
Responsible Department(s)	Community Development					
Supporting Department(s)						
NCR-5. Historic Preservation Master Plan Maintain and implement the Historic Preservation Master Plan. MPSP						X
Implements Policy(ies):	NCR 5.1.1, NCR 5.1.4					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-4: Natural and Cultural Resources Implementation Programs	2018-2020	2021-2025	2026-2040	Annual	Ongoing
NCR 6: Lighting Design Standards Establish consistent lighting standards for outdoor lighting of city development to reduce high-intensity nighttime lighting and glare. These standards shall be consistent with the Folsom Plan Area Specific Plan Community Design Guidelines. Additional standards shall be considered, including the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. To reduce impacts associated with light and glare, the City will require the following lighting standards: • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. • Place and shield or screen flood and area lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists. • For public street, building, parking, and landscape lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. For public parks and sports facilities, the City will use the best light and glare control technology feasible, along with sensitive site design. • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.		X			
Implements Policy(ies): NCR 2.1.3.					
Responsible Department(s): Community Development					
Supporting Department(s):					

Table 9-4: Natural and Cultural Resources Implementation Programs	2018-2020	2021-2025	2026-2040	Annual	Ongoing
NCR 7: Management of Inadvertently Discovered Cultural Resources Develop a program for the management of inadvertently discovered cultural resources. The program will consist of, but will not necessarily be limited to the following standards: The City will require, through permit or tentative map conditions or contractual obligations, that in the event of any inadvertent discovery of archaeological resources, all such finds will be subject to PRC 21083.2 and CEQA Guidelines 15064.5. Procedures for inadvertent discovery are listed below. In the event of the inadvertent discovery of previously unknown archaeological sites during excavation or construction, all construction affecting the site shall cease and the contractor shall contact the City. • All work within 100 feet of the find will be halted until a professional archaeologist can evaluate the significance of the find in accordance with NRHP and CRHR criteria. • If any find is determined to be significant by the archaeologist, representatives of the City will meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan will be prepared by an archeologist, outlining recovery of the resource, analysis, and reporting of the find. The Treatment Plan will be submitted to the City for review and approval prior to resuming construction.	X				
Implements Policy(ies): NCR 5.1.4					
Responsible Department(s): Community Development					
Supporting Department(s):					
NCR 8: Management of Paleontological Resources Develop a program for the management of paleontological resources. The program will consist of, but will not necessarily be limited to, the following standards and requirements: Prior to approval of a discretionary project, it shall be determined through literature review and records research, the paleontological sensitivity of the geologic units affected by the project. If paleontological resources may be present, conditions will be added to the project approval to monitor for and salvage paleontological resources during ground-disturbing activities.	X				
Implements Policy(ies): NCR 5.1.4					
Responsible Department(s): Community Development					
Supporting Department(s):					

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-1. Capital Improvement Plan Update the Capital Improvement Plan (CIP) biannually to ensure the implementation and adequacy of the plan. MPSP FB		X	X	X		
Implements Policy(ies):	PFS 1.1.1					
Responsible Department(s)	Public Works, Finance, Parks and Recreation, Environmental & Water Resources					
Supporting Department(s)	All Departments					
PFS-2. Arts and Culture Master Plan Review and update an Arts and Culture Master Plan every five years. As part of the Plan, prepare guidelines for plaques, signs, and other displays in public spaces to increase awareness of such cultural and historic sites and events. MPSP		X	X	X		
Implements Policy(ies):	PFS 1.1.2					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PFS-3. Public Art Guidelines Review and update every five years guidelines regarding permanent artwork in public spaces. MPSP		X	X	X		
Implements Policy(ies):	PFS 1.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PFS-4. Water Master Plan Continue to review and update the City's Water Master Plan at least every five years consistent with the land use patterns and densities/intensities provided for in the General Plan. MPSP			X	X		
Implements Policy(ies):	PFS 3.1.1					
Responsible Department(s)	Environmental and Water Resources Department					
Supporting Department(s)	Public Works					

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-5. Urban Water Management Plan Review and update the Urban Water Management Plan at least every five years, as required by the Urban Water Management Planning Act. MPSP			X	X		
Implements Policy(ies):	PFS 3.1.2					
Responsible Department(s)	Environmental and Water Resources Department					
Supporting Department(s)	Public Works, Parks and Recreation					
PFS-6. Water Management Programs Maintain its water management programs, including its commercial water audits, large landscape irrigation audits, rebates, and education. MPSP						X
Implements Policy(ies):	PFS 3.1.9					
Responsible Department(s)	Environmental and Water Resources Department					
Supporting Department(s)	Community Development, Parks and Recreation					
PFS-7. Sanitary Sewer Management Plan Review and update Sanitary Sewer Management Plan at least every two years as required by State Water Resources Control Board's General Waste Discharge Requirement Order. MPSP		X	X	X		
Implements Policy(ies):	PFS 4.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-8. Maintenance Permits Obtain State and Federal permits for maintaining all floodways and detention basins and keep these facilities free of flood obstructions.						X
Implements Policy(ies):	PFS 5.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-9. Fire Service Delivery Plan Review and update every three years the Fire Service Delivery Plan to define the future fire protection service needs of the city. MPSP						X
Implements Policy(ies):	PFS 7.1.2					
Responsible Department(s)	Fire Department					
Supporting Department(s)						
PFS-10. City Energy Use Procedures Develop energy use/plug load procedures for City facilities and engage employees in the implementation process. SO						X
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-11. Evaluate Automating Energy Use Systematically evaluate effectiveness of existing systems to automate energy use and implement energy conservation measures such as automatic HVAC system shutdowns, additional room lighting sensors, automatic computer shutdowns, or any other identified energy reduction opportunities. SO						X
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-12. Evaluate Energy Use Evaluate facilities energy use to identify key areas where energy upgrades are needed and consider lighting retrofits, building weatherization, and mechanical/HVAC upgrades. SO						X
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Public Works					
Supporting Department(s)						

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-13. Streetlight Retrofit Continue to retrofit streetlights with light-emitting diode (LED) fixtures for energy efficiency and reduced maintenance. SO						X
Implements Policy(ies):	PFS 8.1.7					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-14. Energy Efficient Fleet Continue purchasing alternative fuel/technology vehicles when replacing vehicles in existing fleet. Use high-performance renewable diesel in 100 percent of existing (2014) and future diesel on-road vehicles and convert entire on-road gasoline vehicles to electric by 2035. SO						X
Implements Policy(ies):	PFS 8.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-15. Reduce VMT in City Operations Take actions to reduce vehicle miles traveled related to city operations. Potential actions may include: • Install timer locks on all City owned restroom facilities – reducing the vehicle travel needed to manually lock/unlock these facilities. • Revise City Design Review process so employees only need to post a notice at the site once. • Allow online credit card payments for certain Community Development Permits - reducing applicant need to drive to City Hall. SO						X
Implements Policy(ies):	PFS 8.1.8					
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-16. PACE Program Continue to assist in implementing the Property Assessed Clean Energy (PACE) programs to facilitate energy conservation financing in Folsom. MPSP		X				
Implements Policy(ies):	PFS 8.1.4, PFS 8.1.5, PFS 8.1.6					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-17. Partnerships for Energy Conservation Work with regional partners and local energy utilities (e.g., Sacramento Municipal Utility District [SMUD] and Pacific Gas & Electric Company [PG&E]) to promote, develop, maintain, and implement energy conservation and efficiency programs. These could include residential and commercial programs that provide rebates and financing for energy efficiency upgrades to existing homes and commercial buildings, SMUD's Greenergy and carbon off-set program, photovoltaic system retrofits, and other applicable programs. IGC						X
Implements Policy(ies):	PFS 8.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-18. Neighborhood Cleanup Program Collect bulky waste (e.g., lumber, furniture, tires) from Folsom residents to maintain a clean, attractive city. SO						X
Implements Policy(ies):	PFS 9.1.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-19. Recycling Containers Expand the number of recycling containers at City facilities and properties to capture more recyclables that are currently going to the landfill. SO		X				
Implements Policy(ies):	PFS 9.1.2, PFS 9.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-20. Reduce Waste in City Facilities		X				
Reduce waste diverted to the landfill by expanding the use of automatic hand dryers in bathrooms, as well as setting printer defaults to double-sided printing. SO						
Implements Policy(ies):	PFS 9.1.2					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-21. M.O.W.E.R. Program						X
Provide education on composting and grasscycling to the public through the Minimizing Organic Waste with Education and Recycling (M.O.W.E.R.) program. PI						
Implements Policy(ies):	PFS 9.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)						
PFS-22 Renewable Energy in City-Operated Buildings						X
Strive to supplement 25 percent of City-owned building energy demand through on-site or off-site renewable energy sources. On-site sources may include solar panels or other types of renewable energy systems on rooftops or parking areas, and on-site energy storage. Off-site sources could include combinations of equivalent renewable energy generation systems, power purchase agreements, or other off-site programs offered by energy utilities (e.g., SMUD's Greenergy or SolarShares programs).						
Implements Policy(ies):	PFS 8.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-23 High-Efficiency or Alternatively-Powered Water Heater Replacement Program						X
Provide educational material and information on the City's website, as well as through the permit and building department, on the various high-efficiency and alternatively-powered water heat replacement options available to current homeowners considering water heater replacement; develop appropriate financial incentives, working with energy utilities or other partners; and, streamline the permitting process. Replacement water heaters could include high-efficiency natural gas (i.e., tankless), or other alternatively-powered water heating systems that reduce or eliminate natural gas usage such as solar water heating systems, tankless or storage electric water heaters, and electric heat pump systems.						
Implements Policy(ies):	PFS 8.1.9					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs						X
Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include: • Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings. • Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects. • Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program. • Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low-interest loans or property tax assessments. • Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs).						
Implements Policy(ies):	PFS 8.1.3, PFS 8.1.4, PFS 8.1.5					
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					

Table 9-5: Public Facilities and Services Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PFS-25 Zero Net Energy Development		X		X		
Adopt an ordinance to require ZNE for all new residential construction by 2020 and commercial construction by 2030, in coordination with State actions to phase in ZNE requirements through future triennial building code updates.						
Implements Policy(ies):	NCR 3.2.3, LU 9.1.10, LU 1.1.13, LU 1.1.17					
Responsible Department(s)	Community Development					
Supporting Department(s)						
PFS-26 Renewable Diesel				X		
Revise the City of Folsom's Standard Construction Specifications to require that all construction contractors use high-performance renewable diesel for both private and City construction. Phase in targets such that high-performance renewable diesel would comprise 50 percent of construction equipment diesel usage for projects covered under the specifications through 2030, and 100 percent of construction equipment diesel usage in projects covered under the specifications by 2035. *For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, the use of high-performance renewable diesel would be required consistent with the above targets.*						
Implements Policy(ies):	NCR 3.2.7					
Responsible Department(s)	Community Development					
Supporting Department(s)						
PFS-27 Reduce Water Consumption in New Development						X
Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water-efficient appliances and plumbing fixtures. Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council) *For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required.*						
Implements Policy(ies):	PFS 3.1.3, PFS 3.1.9					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Table 9-6: Parks and Recreation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
PR-1. Parks and Recreation Master Plan Review and update every five years the Parks and Recreation Master Plan to carry out the goals of the General Plan and ensure that the parkland resources and recreation programs are sufficient to maintain Folsom's high quality of life. MPSP			X	X		
Implements Policy(ies):	PR 1.1.1					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PR-2. Alternative Funding Sources Examine the feasibility of establishing alternative sources of funding for the acquisition, development, and renovation of parklands and financing for expanded recreation programs. FB			X			
Implements Policy(ies):	PR 1.1.16					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PR-3. Governmental Coordination Coordinate with County, State, Federal, and regional agencies to achieve the goals and policies of the Parks and Recreation Element, including improved public access to the riverfront area for recreation. IGC						X
Implements Policy(ies):	PR 4.1.1-4.1.5					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					
PR-4. Recreation Activity Guide Maintain and implement an activity guide for recreation programs, leagues, and special events at a minimum of two times per year. PI						X
Implements Policy(ies):	PR 3.1.3					
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	Community Development					

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
SN-1. Adopt a Noise Reduction Program Adopt a citywide noise reduction program to reduce traffic noise levels along roadways where significant increases in traffic noise levels are expected to occur. The program shall include, but shall not be limited to, the following specific elements for noise abatement consideration where reasonable and feasible: • Noise barrier retrofits; • Truck usage restrictions; • Reduction of speed limits; • Use of quieter paving materials; • Building façade sound insulation; • Traffic calming; • Additional enforcement of speed limits and exhaust noise laws; and • Signal timing.			X			
Implements Policy(ies):	SN 6.1.1, SN 6.1.2, SN 6.1.4					
Responsible Department(s)	Community Development Department					
Supporting Department(s)						
SN-2. Emergency Operations Plan Review and update every five years the emergency operations plan, which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications. MPSP		X	X			
Implements Policy(ies):	SN 1.1.1					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)						
SN-3. Community Emergency Response Team Support the Community Emergency Response Team (CERT) program to prepare residents in the event of a disaster. MPSP						X
Implements Policy(ies):	SN 1.1.2					
Responsible Department(s)	Police Department, Fire Department					
Supporting Department(s)						

Table 9-7: Safety and Noise Implementation Programs		2018-2020	2021-2025	2026-2040	Annual	Ongoing
SN-4. Multi-Hazard Mitigation Plan Review and update every five years the on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan. MPSP						X
Implements Policy(ies):	SN 1.1.4					
Responsible Department(s)	Public Works					
Supporting Department(s)						
SN-5. Community Wildfire Preparedness Plan Review and update every five years the Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. MPSP						X
Implements Policy(ies):	SN 4.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						
SN-6. Hazardous Materials Maintain a hazardous materials program that ensures residents and businesses dispose of hazardous materials properly. The program should allow residents and businesses to schedule pick up of their hazardous materials by the City and educate residents on what the City considers hazardous waste. MPSP						X
Implements Policy(ies):	SN 5.1.1, SN 5.1.2, SN 5.1.3					
Responsible Department(s)	Public Works					
Supporting Department(s)						
SN-7. Reduce Aircraft Noise Continue to collaborate with Sacramento County to reduce noise levels from air traffic in Folsom. IGC						X
Implements Policy(ies):	SN 6.1.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Appendix A – Greenhouse Gas Emissions Reduction Strategy

Purpose and Intent of the GHG Strategy

As part of the 2035 General Plan Update, a greenhouse gas (GHG) emissions reduction strategy (GHG Strategy) was prepared and integrated with the General Plan and Program EIR. The purpose of the GHG Strategy is to identify and reduce current and future community GHG emissions and those associated with the City's municipal operations. The GHG Strategy is consistent with the City's commitment to a sustainable community and green living per the General Plan Vision and Guiding Principles; however, it also serves to identify the City's local fair-share contribution to meeting statewide GHG emission reduction goals pursuant to Senate Bill 32 (2016), which calls for a statewide reduction of GHG emissions to 40 percent below 1990 levels by the year 2030.

The GHG Strategy also satisfies the requirements of the California Environmental Quality Act (CEQA) to identify and mitigate GHG emissions associated with the General Plan Update as part of the environmental review process. At the same time, the GHG Strategy also serves as the City's "plan for the reduction of greenhouse gases", per Section 15183.5 of the CEQA Guidelines, which provides the opportunity for tiering and streamlining of project-level emissions for certain types of discretionary projects subject to CEQA review that are consistent with the General Plan. Thus, the GHG Strategy fulfills a regulatory obligation under CEQA to disclose and mitigate potential impacts and also provides a potential streamlining pathway for future projects.

Additionally, the GHG Strategy was prepared using the best-available guidance at the time the General Plan was prepared, including the latest GHG emissions accounting protocols, the 2017 Climate Change Scoping Plan adopted by the California Air Resources Board (CARB), and both the 2017 General Plan Guidelines and CEQA Guidelines published by the Governor's Office of Planning and Research (OPR). The subject of climate change and GHG emissions mitigation continues to evolve rapidly in terms of both policy and technical methodology; thus, the City will need to monitor and adjust the GHG Strategy, as outlined further below.

How the GHG Strategy Works

The GHG Strategy is intended to function like a stand-alone emissions reduction plan or "climate action plan" (CAP). However, rather than having a separate stand-alone plan, the GHG Strategy includes all the necessary components of a CAP and integrates them into the policy framework of the General Plan or technical analyses included within the EIR and its technical appendices. All policies and programs that relate to one or more components of the GHG Strategy are tagged with a globe symbol (🌍) in the General Plan. Table A-1 below summarizes the core components of the GHG Strategy, their locations in the General Plan and EIR, and relationship to the specific criteria outlined for a qualified "plan for the reduction of greenhouse gases" per Section 15183.5 of the CEQA Guidelines.

Table A-1: GHG Strategy – Summary of Components and Locations in General Plan and EIR			
GHG Strategy Component	**Policy Document Location(s)**	**General Plan EIR Location(s)**	**Corresponding Criteria for a "Plan for the Reduction of Greenhouse Gases" per CEQA Guidelines Section 15183.5(b)(1)**
GHG Emissions Inventory and Forecasts	-	Baseline emissions inventories were prepared for 2014 and forecasts were also prepared per the General Plan growth projections to 2020, 2030, and 2050. These are summarized in the GHG Section of the EIR. Detailed emissions inventory and forecast data are documented in EIR Appendix H (Global Climate Change Technical Appendix).	"A. Quantifies GHG emissions, existing and projected over a specified time period, resulting from activities within a defined geographic area" "C. Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated in the defined geographic area"
GHG Emissions Reduction Targets/Goals	Policies NCR 3.2.1 and 3.2.2 identify the City's specific GHG emissions reduction goals and targets, consistent with State guidance and legislation.	GHG reduction targets and goals are summarized in the GHG Section of the EIR. Detailed technical analysis and modeling results regarding how the targets and goals were calculated are in EIR Appendix H (Global Climate Change Technical Appendix)	"B. Establish a level of GHG emissions, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable"
GHG Emissions Reduction Measures	Specific policies and implementations included throughout the Policy Document that are aligned with one or more specific GHG reduction measures that constitute the GHG reduction strategy. Many of those tagged with a globe symbol are GHG reduction measures.	The GHG Section of the EIR summarizes the results of the GHG emissions reduction analysis and performance of the General Plan policies and programs in achieving the GHG reduction targets and goals. Detailed technical analysis and modeling results regarding the GHG measures, including those that are quantitative as well as qualitative measures, are included in EIR Appendix H (Global Climate Change Technical Appendix)	"D. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates if implemented on a project-by-project basis, would collectively achieve the specified emissions level"

Table A-1: GHG Strategy – Summary of Components and Locations in General Plan and EIR			
GHG Strategy Component	**Policy Document Location(s)**	**General Plan EIR Location(s)**	**Corresponding Criteria for a "Plan for the Reduction of Greenhouse Gases" per CEQA Guidelines Section 15183.5(b)(1)**
GHG Strategy Implementation and Monitoring Procedures	Policy NCR 3.2.8 describes criteria and implementation guidance for streamlining GHG analyses for projects consistent with the General Plan. Specific GHG Strategy monitoring programs and policies include: Policy NCR 3.2.4 (Additional GHG Emissions Programs), Policy NCR 3.2.5 (Climate Change Assessment and Monitoring), and Implementation Program NCR-2 (Maintain GHG Emissions Inventory) Additionally, as outlined in the Implementation chapter of the Policy Document, the City will monitor, maintain and report on progress of all policies and programs included in the General Plan, inclusive of policies and programs included in the GHG Strategy.	-	"E. Establishes a mechanism to monitor the plan's progress towards achieving the level and to require amendment if the plan is not achieving specified levels."
Environmental Review of the GHG Strategy	-	The Program EIR prepared for the 2035 General Plan (including GHG Section of EIR and EIR Appendix H) contains the environmental analysis of the proposed 2035 General Plan. The GHG Strategy is incorporated into the General Plan and analyzed in the EIR.	F. Be adopted in a public process following environmental review

As summarized in Table A-2 below, specific GHG reduction measures were identified and incorporated into the 2035 General Plan. The GHG reduction measures vary considerably in the method, timing, and approach to implementation; depending on the nature of the GHG reduction measure, the sector, or specific sources of emissions addressed by the GHG measure. The GHG Strategy identifies existing and projected future GHG emissions for the city, both now and into the future; thus, the GHG emissions reductions and associated targets apply to existing development, new development, or both; and, in some cases, specifically only to the City's municipal operations. Some GHG reduction measures are programmatic in nature and require further study or subsequent action to fund, develop, and implement a new program, form a new partnership, or engage with or support the efforts of other agencies or organizations. Other GHG measures are regulatory in nature and require the City to amend codes, standards, or specifications and will be implemented through the development review and permitting process. More detailed assumptions regarding applicability and method of implementation are documented in Appendix H to the EIR.

CEQA PROJECT-LEVEL TIERING AND STREAMLINING USING THE GHG STRATEGY

As stated in Policy NCR 3.2.8 (Streamlined GHG Analysis for Projects Consistent with the General Plan):

> *"Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in the GHG Strategy contained in the General Plan and EIR. The City may review such projects to determine whether the following criteria are met:*
>
> - *Proposed project is consistent with the current general plan land use designation for the project site;*
> - *Proposed project incorporates all applicable GHG reduction measures (as documented in the Climate Change Technical Appendix to the General Plan EIR) as mitigation measures in the CEQA document prepared for the project; and,*
> - *Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate)."*

Pursuant to Policy NCR 3.2.8, the City may develop more specific tiering and streamlining procedures such as a GHG consistency checklist and more detailed guidance for determining consistency with applicable policies and programs in the GHG Strategy. While Table A-2 generally summarizes which types of measures are applicable in different contexts, the City will ultimately make the determination of applicability of any specific policy or program identified with respect to future projects seeking consistency with the General Plan.

Finally, per Section 15183.5 of the CEQA Guidelines, the City and project applicants may use the GHG Strategy for tiering and streamlining GHG analyses for certain future projects determined to be consistent with the General Plan; however, specific details of all future discretionary actions or proposed projects that may occur through 2035 are not currently known. Thus, it cannot be stated with certainty whether all projects subject to environmental review under CEQA will be eligible for use of the GHG Strategy for tiering and streamlining purposes. Determining consistency with the GHG Strategy in the General Plan per Section 15183.5 of the CEQA Guidelines will be the City's recommended threshold for many projects involving land development or related entitlements that are determined to be consistent with the General Plan. However, for future discretionary actions involving activities or types of projects that are not covered by the GHG Strategy, or in the event a proposed project is determined to be inconsistent with the General Plan, the tiering and streamlining benefit of the GHG Strategy may not be feasible. Thus, in these circumstances, the City retains its discretion during the development review process to require future projects to conduct project-specific GHG analysis as part of the CEQA review process using project-level GHG thresholds of significance that are based on substantial evidence.

Table A-2: Summary of GHG Reduction Measures and Corresponding General Plan Policies and Programs						
General Plan Policies and Programs	**Description of GHG Reduction Measure**	**Applicability of GHG Measure**				
		Existing Development Only	**New Development Only**	**Existing and New Development**	**Municipal Operations**	**Applies to Projects Seeking CEQA GHG Streamlining**
Building Energy Sector						
NCR 3.2.3, LU 9.1.10, LU 1.1.13, LU 1.1.14, Program PFS-25, Program LU-6	**E-1:** Improve Building Energy Efficiency in New Development		X			X
PFS 8.1.9, Program PFS-23	**E-2:** Water Heater Replacement in Existing Residential Development	X				
PFS 8.1.5, PFS 8.1.4, Program PFS-24	**E-3:** Improve Building Energy Efficiency in Existing Development	X				
PFS 8.1.3, Program PFS-24	**E-4:** Increase Use of Renewable Energy in Existing Development	X				
PFS 8.1.7	**E-5:** Improve Energy Efficiency in City-Owned Facilities				X	
PFS 8.1.3, Program PFS-22	**E-6:** Increase use of Renewable Energy in City-Operated Facilities				X	
Transportation Sector						
LU 3.1.1, LU 3.1.5, LU 3.1.6, LU 4.1.2, LU 4.1.3, NCR 3.1.3	**T-1:** Reduce VMT Through Mixed and High-Density Land Use			X		X

Table A-2: Summary of GHG Reduction Measures and Corresponding General Plan Policies and Programs						
General Plan Policies and Programs	**Description of GHG Reduction Measure**	**Applicability of GHG Measure**				
		Existing Development Only	**New Development Only**	**Existing and New Development**	**Municipal Operations**	**Applies to Projects Seeking CEQA GHG Streamlining**
M 2.1.15, M 1.1.4, M 1.1.6, M 1.1.5, M 2.1.2, M 2.1.3, M 2.1.4, Program M-8	**T-2:** Improve Streets and Intersections for Multi-Modal Use and Access			X		X
M 1.1.9, NCR 3.1.3, Program M-1	**T-3:** Adopt Citywide TDM Program			X		
M 1.1.9, NCR 3.1.3, Program M-1	**T-4:** Adopt TDM Program For City Employees				X	
M 4.2.1, M 4.2.2, M 4.2.3, Program M-11	**T-5:** Reduce Minimum Parking Standards			X		X
NCR 3.2.7, Program PFS-26	**T-6:** Require the Use of High-Performance Renewable Diesel in Construction Equipment			X	X	X
PFS 8.1.8, Program PFS-14	**T-7:** Alternative Fuel in City Fleet				X	
M 1.1.10, M 4.2.4, M 6.1.3, Program M-3, Program M-4	**T-8:** Install Electric Vehicle Charging Stations			X		X
Solid Waste						
PFS 9.1.3, Program PFS-18, Program PFS-19, Program PFS-20, Program PFS-21	**SW-1:** Increase Solid Waste Diversion			X		

Table A-2: Summary of GHG Reduction Measures and Corresponding General Plan Policies and Programs						
General Plan Policies and Programs	**Description of GHG Reduction Measure**	**Applicability of GHG Measure**				
		Existing Development Only	**New Development Only**	**Existing and New Development**	**Municipal Operations**	**Applies to Projects Seeking CEQA GHG Streamlining**
Water and Wastewater						
PFS 3.1.3, PFS 3.1.9, Program PFS-27	**W-1:** Increase Water Efficiency in New Residential Development		X			X
PFS 3.1.3, PFS 3.1.9, Program PFS-27	**W-2:** Reduce Outdoor Water Use			X		X
PFS 3.1.3, PFS 3.1.9, Program PFS-27	**W-3:** Reduce Potable Water Consumption at City Facilities				X	

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Sacramento Regional Blueprint Growth Principles

The following principles were adopted by the SACOG Board of Directors in December 2004 as part of the Sacramento Regional Blueprint:

Transportation Choices

Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train or carpool. Use of Blueprint growth concepts for land use and right-of-way design will encourage use of these modes of travel and the remaining auto trips will be, on average, shorter.

Mixed-Use Developments

Buildings homes and shops, entertainment, office and even light industrial uses near each other can create active, vital neighborhoods. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in close proximity). These types of projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other. Separated land uses, on the other hand, lead to the need to travel more by auto because of the distance between uses. Mixed land uses can occur at many scales. Examples include: a housing project located near an employment center, a small shopping center located within a residential neighborhood, and a building with ground floor retail and apartments or condominiums on the upper floor(s).

Compact Development

Creating environments that are more compactly built and use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips.

Housing Choice and Diversity

Providing a variety of places where people can live – apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes – creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of

special concern for the people with very low-, low-, and moderate-income, often our teachers, other public employees and professionals, as well as retail employees, service workers and other people for whom finding housing close to work is challenging. By providing a diversity of housing options, more people have a choice.

Use of Existing Assets

In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels (for example, more development on the site of a low-density retail strip shopping center), or redevelopment can make better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings, denser clustering of buildings in suburban office parks, and joint use of existing public facilities such as schools and parking garages.

Quality Design

The design details of any land use development - such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets) - are all factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place.

Natural Resources Conservation

This principle encourages the incorporation of public use open space (such as parks, town squares, trails, and greenbelts) within development projects, over and above state requirements; along with wildlife and plant habitat preservation, agricultural preservation and promotion of environment-friendly practices such as energy efficient design, water conservation and stormwater management, and shade trees to reduce the ground temperatures in the summer. In addition to conserving resources and protecting species, this principle improves overall quality of life by providing places for everyone to enjoy the outdoors with family outings and by creating a sense of open space.