

Folsom Plan Area Specific Plan Summary

Public Review Draft – June 2010

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

Over the years, the city has continued to expand its boundaries to keep pace with the increased demand for land for new homes, businesses and public institutions. With an ever diminishing land base, the city decided in the late 20th century to look south, beyond Highway 50, to expand its boundaries for future growth. In 2001, the Sacramento Local Agency Formation Commission (LAF Co) approved the city's application to expand its sphere of influence area (SOIA) south to White Rock Road and include all of the land bounded on the north by Highway 50, to the south by White Rock Road, to the west by Prairie City Road, and to the east by the Sacramento County/El Dorado County boundary line.

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

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

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

In June of 2007, the Folsom City Council approved a refinement of the “Annexation Concept Plan” entitled the “SOI Conceptual Land Use Plan”. This Plan provided the basis for the creation of the Land Use Plan shown in the enclosed Figure 4.1 and the Folsom Plan Area Specific Plan (FPASP) included herein.

The Folsom Plan Area (Plan Area) is a 3,510-acre comprehensively planned community that creates new community development patterns based on the principles of Smart Growth and Transit Oriented Development. Consistent with these principles, the FPASP include a mix of residential, commercial, employment and public uses complemented by recreation amenities including a significant system of parks and open space, all within close proximity to one another and interconnected by a network of “complete streets”, trails and bikeways consistent with the SACOG Blueprint principles and the requirements of SB 375.

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

The FPASP allows for the entitlement of 10,210 residential units across a broad range of residential unit types including single family detached homes, duplexes and patio homes as well as a range of multi-family residential housing types including townhomes, apartments, and condominiums and live/work studios. The Plan also provides a variety of retail and wholesale commercial, light industrial and office based land uses that will provide local jobs and contribute to the City’s jobs/housing balance. In addition to residential and commercial uses, the Folsom Plan Area provides a substantial amount of parks, open space, schools and other important community-serving uses.

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

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

The Plan Area includes a balanced approach to urban development by protecting its physical beauty while satisfying the ongoing needs of the city and its residents. The FPASP offers a diverse mix of residential, commercial, and public uses as outlined in the following land use summary:

Residential Uses	1,473.9 acres	42.0%
<i>Single Family</i>	<i>557.8 acres</i>	<i>15.9%</i>
<i>Single Family High Density</i>	<i>532.5 acres</i>	<i>15.2%</i>
<i>Multi-Family Low Density</i>	<i>266.7 acres</i>	<i>7.6%</i>
<i>Multi-Family Medium Density</i>	<i>67.0 acres</i>	<i>1.9%</i>
<i>Multi-Family High Density</i>	<i>49.9 acres</i>	<i>1.4%</i>

Commercial / Office Uses	510.8 acres	14.6%
<i>Mixed Use District</i>	<i>59.1 acres</i>	<i>1.7%</i>
<i>Industrial / Office Park</i>	<i>89.2 acres</i>	<i>2.5%</i>
<i>Community Commercial</i>	<i>38.8 acres</i>	<i>1.1%</i>
<i>General Commercial</i>	<i>212.9 acres</i>	<i>6.1%</i>
<i>Regional Commercial</i>	<i>110.8 acres</i>	<i>3.2%</i>

Public / Quasi Public Uses	301.0 acres	8.6%
<i>Parks (Community, Neighborhood & Local)</i>	<i>121.7 acres</i>	<i>3.4%</i>
<i>Schools</i>	<i>130.6 acres</i>	<i>3.8%</i>
<i>Schools (Private)</i>	<i>48.7 acres</i>	<i>1.4%</i>

Open Space	1,053.1 acres	30.0%
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Major Circulation	171.6 acres	4.8%
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