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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.

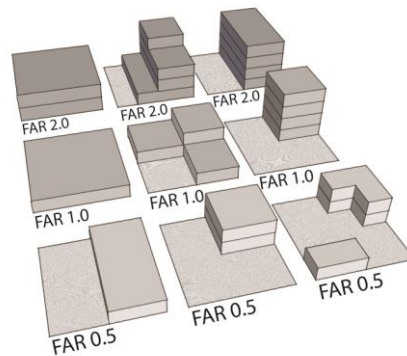
Development Standards

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
<p>Single Family (SF)</p> <p>This designation provides for single-family detached homes.</p>	<p>2-4 Dwelling Units per Acre</p>
<p>Single Family High Density (SFHD)</p> <p>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.</p>	<p>4-7 Dwelling Units per Acre</p>
<p>Multifamily Low Density (MLD)</p> <p>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.</p>	<p>7-12 Dwelling Units per Acre</p>
<p>Multifamily Medium Density (MMD)</p> <p>This designation provides for multifamily residential units, including townhouses, condominiums, and apartments.</p>	<p>12-20 Dwelling Units per Acre</p>
<p>Multifamily High Density (MHD)</p> <p>This designation provides for multifamily residential units in apartment buildings.</p>	<p>20-30 Dwelling Units per Acre</p>

Table LU-2: Commercial Designations		Density/Intensity Range
	<p>General Commercial (GC)</p> <p>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.</p>	FAR: 0.2-0.5
	<p>Community Commercial (CC)</p> <p>This designation provides for community-based retail and service uses intended to serve residential neighborhoods within the city.</p>	FAR: 0.2-0.5
	<p>Regional Commercial Center (RCC)</p> <p>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.</p>	FAR: 0.2-1.0
	<p>Auto-Oriented Commercial (AOC)</p> <p>This designation provides for vehicular sales and service.</p>	FAR: 0.1-0.3
Table LU-3: Mixed Use Designations		Density/Intensity Range
	<p>Mixed Use (MU)</p> <p>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.</p>	20-30 Dwelling Units per Acre FAR: 0.5-1.5
	<p>Historic Folsom Mixed Use (HF)</p> <p>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.</p>	20-30 Dwelling Units per Acre FAR: 0.5-2.0

Table LU-4: Employment/Industrial Designations		Density/Intensity Range
	<p>Industrial/Office Park (IND)</p> <p>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.</p>	FAR: 0.2-1.2
	<p>Professional Office (PO)</p> <p>This designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses.</p>	FAR: 0.2-0.5

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

Table LU-6: Overlay Designations		Density/Intensity Range
	<p>East Bidwell Corridor (EBC) Overlay</p> <p>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.</p>	<p>20-30 Dwelling Units per Acre</p> <p>FAR: 0.5-1.5</p>

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.

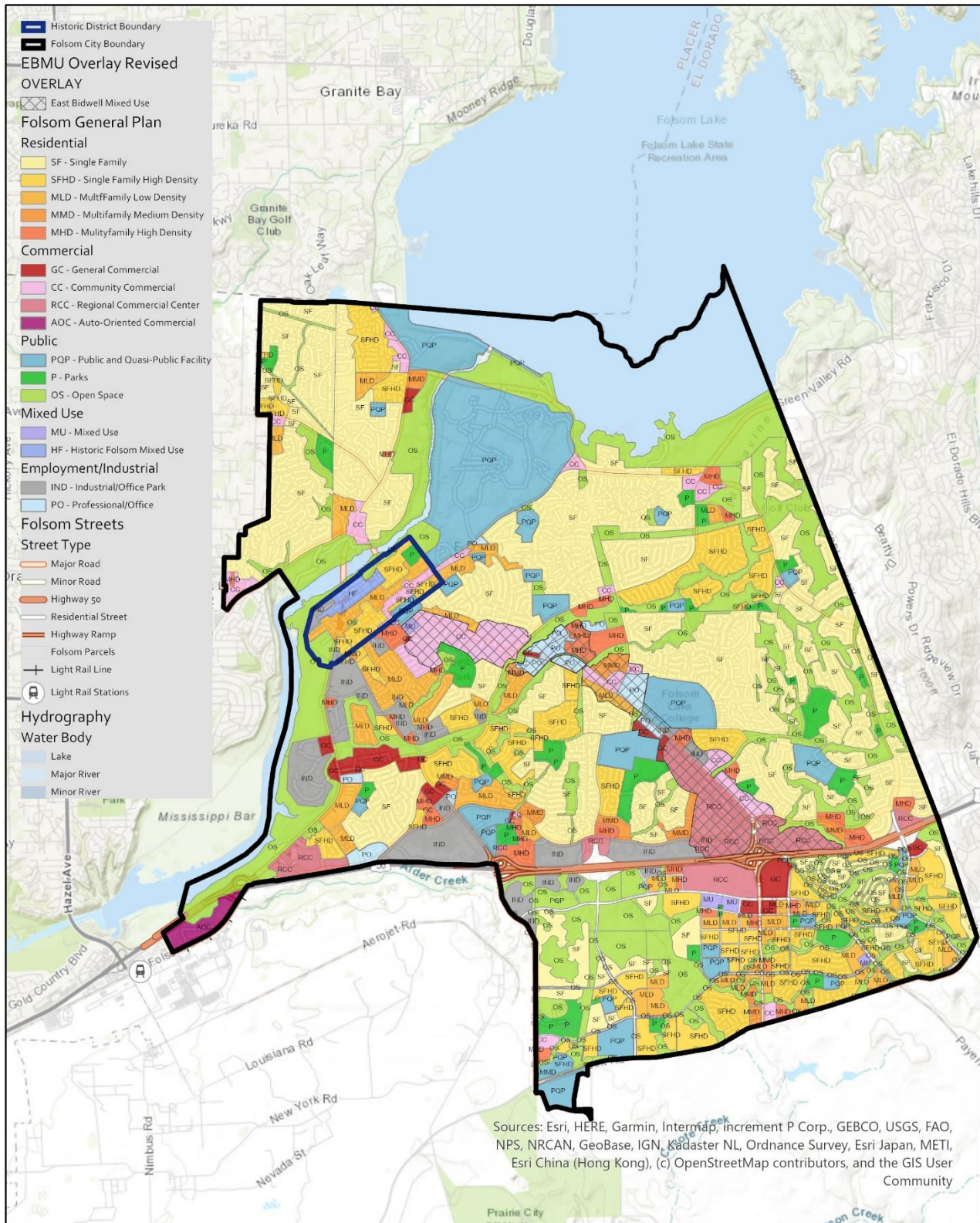
Combined, Easton Place and Glenborough at Easton represent 1,391 acres, 4,883 housing units, and over 4.2 million square feet of commercial and office space. Approximately 37 percent of the combined acreage (521 acres) is devoted to parks and open space and, in addition to the Alder Creek corridor, includes 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: Land Use Diagram



City of Folsom
 Folsom 2035 Land Use Diagram - Figure LU-1
 (Amended August 2021)



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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	<ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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” <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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

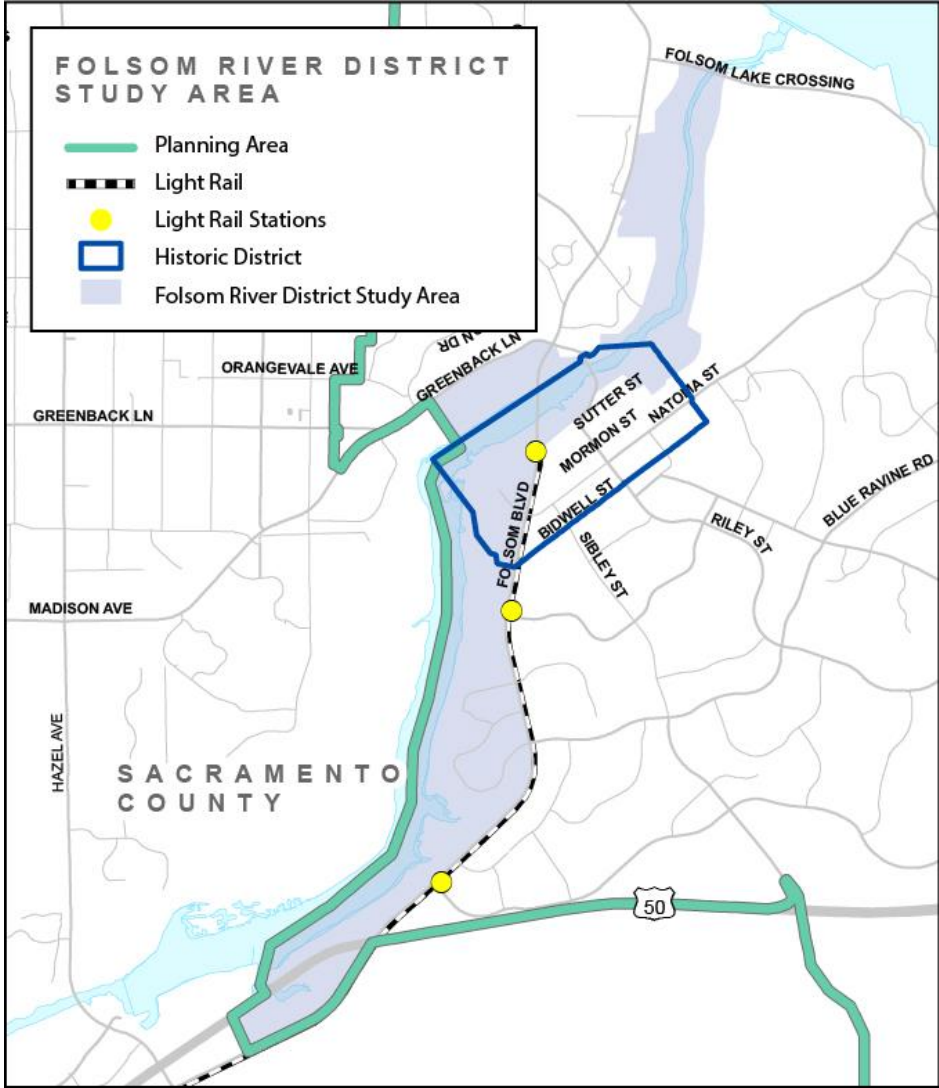
Develop long-term parking management approaches that decrease the amount of land dedicated to surface parking while maintaining parking capacity. Solutions may include parking structures or shuttles to nearby parking. **SO**

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. **MPSRDR**

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

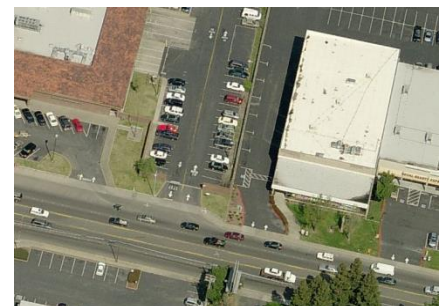
LU 9.1.4 Gateways

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**