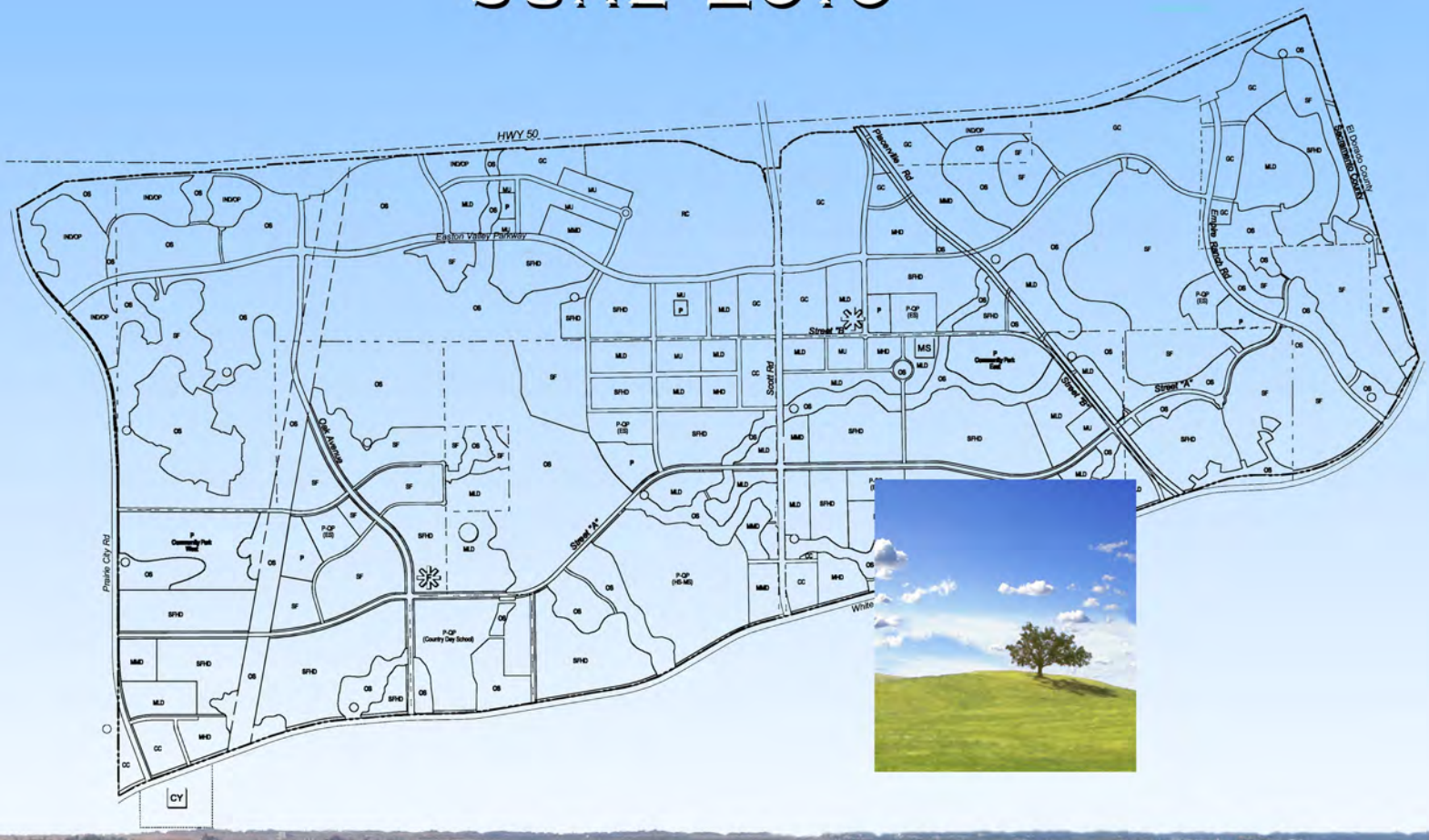
APPENDIX N

Folsom Plan Area Specific Plan

FOLSOM PLAN AREA SPECIFIC PLAN

PUBLIC REVIEW DRAFT

JUNE 2010



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FOLSOM PLAN AREA SPECIFIC PLAN

C June 2010
Public Review Draft

Prepared for:

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FOLSOM PLAN AREA SPECIFIC PLAN SUMMARY

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

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

The SOIA 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%**
Single Family	*557.8 acres*	*15.9%*
Single Family High Density	*532.5 acres*	*15.2%*
Multi-Family Low Density	*266.7 acres*	*7.6%*
Multi-Family Medium Density	*67.0 acres*	*1.9%*
Multi-Family High Density	*49.9 acres*	*1.4%*

Commercial / Office Uses:	**510.8 acres**	**14.6%**
Mixed Use District	*59.1 acres*	*1.7%*
Industrial / Office Park	*89.2 acres*	*2.5%*
Community Commercial	*38.8 acres*	*1.1%*
General Commercial	*212.9 acres*	*6.1%*
Regional Commercial	*110.8 acres*	*3.2%*
Public / Quasi Public Uses:	**301.0 acres**	**8.6%**
Parks (Community, Neighborhood& Local)	*121.7 acres*	*3.4%*
Schools	*130.6 acres*	*3.8%*
Schools (Private)	*48.7 acres*	*1.4%*
Open Space:	**1,053.1 acres**	**30.0%**
Major Circulation	**171.6 acres**	**4.8%**

To evaluate potential environmental impacts that may result from implementation of the Specific Plan, a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) was prepared and certified concurrent with the adoption of the FPASP by the City of Folsom on_____. The EIR/EIS contains a mitigation monitoring plan. These documents along with the Community Design Guidelines, the Open Space Management Plan, the Transit Master Plan, the Operational Air Quality Mitigation Plan, the Public Facilities Finance Plan and the Backbone Infrastructure Plan have been approved concurrently with the FPASP and are available for review at the City of Folsom Community Development Department

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1 Section One Introduction

1.1 OVERALL CONCEPT AND PURPOSE

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

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

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

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

State law requires that a Specific Plan be consistent with the General Plan. The FPASP is consistent with the City of Folsom General Plan (refer to Appendix B – Folsom General Plan Consistency Analysis; however, the FPASP goes beyond the goals and policies of the existing General Plan and

An aerial view of the Plan Area.

introduces new objectives, policies, standards and guidelines reflective of the current trends in community and transportation planning. The standards and guidelines contained in the FPASP provide a comprehensive framework for future growth and development within the Plan Area while incorporating flexibility to address and accommodate changes in market conditions. Moreover, the FPASP proposes development standards that will be carried through the final map process and into construction. The FPASP offers a balanced approach to urban development by preserving the physical beauty of the Plan Area and satisfying the ongoing needs of the City and its residents.

Planning concepts underlying the FPASP have also been guided by and incorporate:

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

1.2 PLAN AREA LOCATION

The Plan Area is comprised of 3,510.4 acres, located in the southern portion of the City of Folsom. The Plan Area is bounded on the north by Highway 50, White Rock Road to the south, Prairie City Road to the west, and the Sacramento/El Dorado County line to the east (refer to Figure 1.1 – Location Map).

1.3 PROJECT HISTORY

Memorandum of Understanding and Sphere of Influence Amendment

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

Figure 1.1 Location Map

Project Visioning and Public Participation

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

Measure W and City Charter Amendment

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

Proposed Annexation Concept Plan

Through continuing visioning sessions, a proposed annexation concept plan was developed. The annexation concept plan included thirty percent (30%) open space, a variety of commercial uses, a variety of residential land uses, as well as public areas for schools, parks and public/civic uses. The Annexation Concept Plan was presented at a joint City Council and Planning Commission workshop and a public open house in June 2005.

In June of 2005, the Folsom City Council unanimously selected the proposed Annexation Concept Plan, which incorporates the following:

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

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

Folsom SOI Conceptual Land Use Plan and Public Hearings

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

Plan dated 7 June 2007 to the City Council, the Planning Commission and the residents of Folsom on the following dates:

- **June 12, 2007:** *Joint City Council and Planning Commission workshop*
- **June 28, 2007:** *Public open house at the Folsom Community Center*

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

1.4 PLANNING GOALS AND PRINCIPLES

City of Folsom General Plan

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

Land Use Element

Goal 1: To retain and enhance Folsom's quality of life, separate identity and sense of community.

Goal 4: To provide opportunities for residents to live, work, shop and enjoy leisure activities within the City.

Goal 8: To allow a variety of housing types which provide living choices for Folsom residents.

Goal 10: To provide for a commercial and industrial base of the City to encourage:

1) Strong tax base
2) More jobs within the City
3) A greater variety of commercial goods and services
4) A regional shopping center
5) Businesses and industries compatible with Folsom's quality of life.

Transportation and Circulation Element

Goal 17: To develop a comprehensive transportation/circulation system which includes as a minimum:

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

Housing Element

Goal 18: To provide new housing opportunities for existing and future residents of all income groups.

Goal 19: To encourage the development of affordable housing.

Goal 20: To improve the existing supply of housing.

Goal 21: To provide a range of housing services for Folsom residents with special needs, including seniors, persons with disabilities, single parents, large families, the homeless and residents with extremely low incomes.

Goal 22: To provide adequate housing and a quality living environment for all Folsom residents regardless race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

Goal 23: To promote energy conservation.

Open Space and Conservation Element

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

Park and Recreation Element

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

Sacramento Area Council of Governments Smart Growth Principles

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

- **Principle 1:** *Transportation choices*
- **Principle 2:** *Housing choices*
- **Principle 3:** *Compact development*
- **Principle 4:** *Use existing assets*
- **Principle 5:** *Mixed land uses*
- **Principle 6:** *Natural resource conservation*
- **Principle 7:** *Quality design*

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

FPASP Planning Principles

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

FPASP Principle 1: *Comprehensively Planned Community:* Create a well integrated, comprehensively planned community.

FPASP Principle 2: *Enhancing the Natural Environment:* Preserve, protect and create natural habitat within open space areas that also provides opportunities for recreation and enjoyment.

FPASP Principle 3: *Mixture of Compatible Land Uses:* Provide a variety of residential and commercial land uses; public facilities; parks and open spaces.

FPASP Principle 4: *Transportation Options:* Provide a public transportation system; complete streets with bike lanes, sidewalks, planting and transit stops and a complete network of Class I bike paths, sidewalks and pedestrian trails.

FPASP Principle 5: *Compact Development:* Provide compact walkable neighborhood development form with vibrant, pedestrian oriented centers and gathering places that are consistent with Smart Growth principles.

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

1.5 SPECIFIC PLAN ORGANIZATION

The FPASP guides growth and development within the Plan Area. The FPASP is organized into the sections listed below:

Section 1 – *Introduction:* This section outlines the purpose of the FPASP, defines the Plan Area goals, summarizes the regulatory framework, and lists the necessary entitlements and approvals.

Section 2 – *Setting:* This section summarizes the history of the Plan Area, describes existing and adjacent uses, explains the physical characteristics of the site, and depicts current ownership.

Section 3 – *Vision:* This section outlines the vision for development of the Plan Area including, land uses, major design principles, and sustainability.

Section 4 – *Land Use and Zoning:* This section identifies and describes the proposed land uses and zoning for the Plan Area.

Section 5 – *Housing Strategies*: This section discusses strategies for providing affordable housing, and describes residential types and locations where affordable housing may occur within the Plan Area.

Section 6 – *Town Center / Entertainment District:* This section describes the form and function of the Town Center and Entertainment District, important central features of the Plan Area.

Section 7 – *Circulation:* This section details the vehicular, pedestrian and bicycle circulation systems for the Plan Area. Signature roadway corridors are defined and detailed within this section. Public transportation is also addressed.

Section 8 – *Open Space:* This section describes the green spaces within the Plan Area, including the concepts for its preservation and maintenance.

Section 9 – *Parks:* This section describes the parks within the Plan Area and the park land dedication requirements.

Section 10 – *Resource Management and Sustainable Design:* This section identifies the natural resources in the Plan Area and outlines a comprehensive strategy for their preservation, protection and management. Specific policies for Alder Creek are also found in this section.

Section 11 – *Public Services and Facilities:* This section describes the services and facilities (schools, public safety, and other City services) proposed to serve the Plan Area.

Section 12 – *Utilities:* This section discusses the utilities (water, wastewater, non-potable water, stormwater, natural gas, electric and communication) proposed to serve the Plan Area.

Section 13 – *Implementation:* This section summarizes subsequent City of Folsom approvals and entitlements; administrative procedures; conceptual development areas; backbone infrastructure; public services; and financing, phasing and maintenance of public improvements.

Appendix A – *Development Standards:* This appendix contains development standards and permitted uses for the zoning designations included within the Plan Area. Parking, grading and hillside development standards are also included in this section.

Appendix B – *Folsom General Plan Consistency Analysis:* This appendix includes a complete list of all General Plan policies and which policies must be amended in order for the FPASP to be consistent with the General Plan.

1.6 SPECIFIC PLAN AUTHORITY AND REQUIREMENTS

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

City of Folsom Specific Plan Requirements

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

17.37.070 Specific Plan Contents.

A. State Requirements.

1. A specific plan shall include a text and diagram(s) detailing the following:

   a. The distribution, location and extent of the uses of land, including open space, within the area covered by the plan;

   b. The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land use described in the plan;

   c. Standards and criteria by which development will proceed, and standards for the

conservation, development and utilization of natural resources, where applicable;

d. A program of implementation measures including regulations, programs, public work projects and financing measures necessary to carry out paragraphs a, b and c of this subdivision.

2. The specific plan shall include a statement of the relationship of the specific plan to the general plan.

B. City Requirements.

1. The City's requirements include the state requirements listed above, but in sufficient depth, scope and detail to provide not only policies for the development of the area but also specific standards for regulating that development. As specified in Chapter 21 of the General Plan, a Specific Plan must include the following:

   a. The proposed land uses for all areas covered by the plan.
   b. The types and configurations of building to be included in all developments within the plan area.
   c. The location of and types of streets.
   d. Public facilities and infrastructure required to serve developments within the specific plan area.
   e. A parking and circulation plan for off-street parking areas showing the location of parking lots, the approximate number of spaces, and the approximate location of entrances and exits.
   f. Proposed conservation, open space and/or recreation areas, if any.
   g. In the historic Folsom area, an historic preservation program and building design guidelines to ensure compatibility of new construction with the existing land uses.
   h. Any other programs, guidelines or standards that are appropriate for the area covered by the plan.

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

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

1.7 RELATIONSHIP TO RELEVANT PLANNING DOCUMENTS

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

Memorandum of Understanding (MOU) and LAFCO Resolutions

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

In June 2001, the Sacramento Local Agency Formation Commission (LAFCo) approved Resolutions LAFC 1192, 1193, 1194, 1195 and 1196, approving the City of Folsom Sphere of Influence Amendment Application (4-97) for the undeveloped land south of Highway 50 between Prairie City Road, White Rock Road and the El Dorado County line. Resolution LAFC 1196 also included a set of conditions that must be met prior to a submittal of any application to annex property within the Sphere of Influence Amendment area by the City of Folsom.

Measure W and Folsom City Charter Article 7.08:

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

7.08 Local Control of Land South of Highway 50

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

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

B. Transportation. Adoption of an Infrastructure Funding and Phasing Plan by the City Council providing for the construction of roadways and transportation improvements that are necessary to mitigate traffic impacts caused by any development of the Area. The infrastructure funding and phasing plan shall identify the timing for construction of all transportation improvements, including any required improvements along the Highway 50 corridor, and the timing of the construction of those improvements shall be tied to the anticipated rate of growth and associated traffic impacts. Folsom residents north of Highway 50 shall not be required to pay fees for the construction of any new transportation improvements required to serve the Area.

C. Open Space. Adoption of a plan by the City Council requiring 30 percent of the Area to be maintained as natural open space to preserve oak woodlands and sensitive habitat areas. Natural open space shall not include active park sites, residential yard areas, golf courses, vehicle staging areas, and their associated landscaping.

D. Schools. Submission of a plan to the Folsom Cordova Unified School District providing for the funding and construction of all necessary school facilities for the Area, so that Folsom residents north of Highway 50 are not required to pay for the construction of new school facilities serving the Area and existing schools are not overcrowded by development in the Area.

E. Development Plan. Adoption of a General Plan Amendment by the City Council to serve as the blueprint for development within the Area. The General Plan Amendment for this Area shall only be adopted after the completion and certification of an Environmental Impact Report. The environmental review shall include an evaluation of cultural, archaeological and prehistoric resources.

F. Public Notice. The General Plan Amendment for the Area shall only be adopted by the City Council after comprehensive public meetings and hearings before the Planning Commission and City Council. Every registered voter in the City shall be mailed a notice of the time, place and date of the public meetings and hearings before the Planning Commission and City Council, along with a summary report on the proposed development plan. Further, the summary of the development plan and a summary of the associated environmental review shall be available for public review in the City Clerk's office, at all Folsom Public Libraries and on the City website.

G. Implementation. All existing City plans, policies, ordinances, and other legislative acts shall be amended as necessary, as soon as possible and in the time and manner required by State law, including the California Environmental Quality Act, to ensure consistency between this Charter Amendment and those plans, policies and other provisions. Any plans required to be adopted by the City Council in subsections (A) through (E) of this section shall only be adopted after compliance with the California Environmental Quality Act and upon adoption shall take precedence over any other plans or policies relating to the Area, regardless of the manner, method or time of enactment.

Folsom General Plan:

The City of Folsom's General Plan was adopted in 1988, and subsequently amended in 1992, 2002 and 2009 with an updated Housing Element. The General Plan sets forth the general guidelines for orderly growth and development within the City. The FPASP provides for more precise implementation of the General Plan's goals, objectives and policies and creates a bridge between broad-based General Plan policies and individual development proposals. The FPASP is consistent with the General Plan (refer to Appendix B – Folsom General Plan Consistency Analysis).

Folsom Municipal Code:

The City of Folsom Municipal Code (FMC) includes all of the regulatory and penal ordinances and certain of the administrative ordinances of the City of Folsom and establishes the standards for the enforcement of the various code articles, including but not limited to Article 4, Parks and Recreation; Article 12, Streets and Sidewalks; Article 13, Water and Sewage, Article 14, Buildings and Construction; Article 16 Subdivisions and Article 17, Zoning. The FPASP customizes the standards and regulations found in the FMC to help achieve the vision for the Plan Area. In any instance where the FPASP provisions conflict with the requirements of the FMC, the FPASP provisions will take precedence. Where the FPASP does not address a specific provision, the Folsom Municipal Code requirements will remain in force.

Environmental Impact Report and Environmental Impact Statement:

A joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) was prepared and certified concurrent with the adoption of the FPASP, as required by CEQA and NEPA. The EIR/EIS examines and identifies potential significant adverse environmental impacts that may result from the implementation of the FPASP. The EIR/EIS also recommends various mitigation measures to reduce or eliminate potentially adverse environmental impacts (refer to Implementation Section 13.3.6).

Development Agreements:

It is envisioned that the Folsom Plan Area property owners will enter into Development Agreement(s) with the City of Folsom in accordance with applicable state and local codes and ordinances. It is anticipated that the Plan Area may develop incrementally as market demand dictates. To ensure orderly development of the Plan Area, consistent with the FPASP, reciprocal easements and rights of way will be granted to the City at the time of annexation so that the major backbone infrastructure can be planned and constructed.

Large Lot Final Maps:

Large Lot Final Maps may be prepared and recorded for any portion of the Plan Area. Large Lot Final Maps are typically used for the sale or transfer of parcels of land.

Public Facilities Financing Plan:

The Public Facilities Financing Plan (PFFP) was approved and adopted concurrently with the FPASP by the City of Folsom. The Public Facilities Financing Plan defines the specific mechanisms required to fund the capital costs for all necessary infrastructure through Plan Area build-out.

The Public Facilities Financing Plan also provides specific details regarding the phasing, sizing and costs of public facilities within the Plan Area. The PFFP also defines the facility requirements to develop each phase within the Plan Area and includes maps showing the alignment and location of the facilities, cost estimates and construction timetable requirements.

Development Standards and Design Guidelines:

Development Standards are included in Appendix A and they set forth the permitted uses, setbacks, building heights and other regulations of the FPASP. A separate document entitled Folsom Plan Area Specific Plan Community Design Guidelines has also been prepared and approved by the City concurrently with FPASP (refer to Implementation Section 13.2).

1.8 ENTITLEMENTS AND APPROVALS

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

- Certification of the Final EIR/EIS and Mitigation Monitoring Program
- Amendment to the City of Folsom General Plan
- Adoption of the FPASP
- Annexation to the City of Folsom
- Adoption of a Public Facilities Financing Plan
- Tentative and Final Subdivision Maps
- Adoption of Development Agreements
- Large Lot Final Maps

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

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

Future approvals may include, but are not limited to the following:

- Tentative and Final Parcel Maps
- Tentative and Final Subdivision Maps
- Clean Water Act Permits (Section 404)
- Lot Line Adjustments
- Engineering Improvement Plans
- Planned Development Permits (PD)
- Conditional Use Permits (CUP)
- Grading Plans

1.9 SEVERABILITY CLAUSE

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

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2 Section Two Setting

2.1 PLAN AREA HISTORY

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

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

2.2 SITE DESCRIPTION

Located at the eastern edge of the Sacramento Valley, the Plan Area consists of gently rolling hills covered with grasslands and areas of oak woodlands. Alder Creek and its seasonal tributaries are present, mainly in the western two-thirds of the site. Poor soils and little groundwater render the site incapable of supporting full-scale agricultural operations. Due to this condition, the Plan Area has historically been used for grazing purposes. Prior to annexation to the City, the Plan Area was zoned AG (Agriculture) by Sacramento County and was used for cattle grazing.

Several radio broadcasting towers are located on the most prominent hill in the Plan Area and will be removed prior to construction of homes. Additionally, a SMUD overhead double circuit 230 kV electric transmission line traverse the site in a north-northeast/south-southwest direction, approximately one-quarter mile east of Prairie City Road. An existing single family residence is centrally located in the Plan Area, and may remain during build-out of the Plan (refer to Figure 2.1 – Aerial Photo).

2.3 EXISTING TOPOGRAPHY

The Plan Area consists of two distinct topographic regions: hillside and valley floor. The hillside region includes all of the property east of Placerville Road and consists of hilly terrain located where the lower foothills of the Sierra Nevada mountain range join the Sacramento Valley floor. Elevations vary from 440 to 800 feet above sea level. This rise in elevation is the first dramatic topographic change seen from the vantage point along Highway 50 heading eastward. Existing slopes range from 5% to in excess of 30%. The majority of slopes within this zone average 15%.

The topography of the second region consists of gently rolling terrain located on the valley floor between Placerville Road on the east, Highway 50 on the north, White Rock Road on the south and Prairie City Road on the west. The majority of slopes within this region range between 0% and 15%, however, some isolated steep slopes exist along the edges of Alder Creek and its associated tributaries and seasonal drainages. Additionally, the western portions of this region contain extensive native oak woodlands.

2.4 SURROUNDING USES

Just north of the Plan Area is a balanced community of homes, businesses, and shopping centers. Along the north side of the Highway 50 corridor are several major retail centers that serve nearby residents from both Folsom and El Dorado Hills. To the east of the Plan Area is El Dorado County with housing developments and the El Dorado Hills Town Center. To the south, the Plan Area is bordered by open grasslands across White Rock Road. The Aerojet missile and propulsion facility is located to the west of the Plan Area as are the recently approved master-planned Glenborough at Easton and Easton Place developments. These areas are in the process of developing into future urbanized land uses.

2.5 EXISTING PLAN AREA OWNERSHIP

The overall Plan Area comprises 3,510.4-acres and consists of 24 parcels split amongst 12 separate owners (Refer to Figure 2.2 – Ownership).

2.6 ANNEXATION AREA

The area to be annexed to the City of Folsom includes the 3,510.4-acre Plan Area as well as the existing and proposed Highway 50 interchanges, one-half the right-of-way of Prairie City and White Rock Roads and the entire right-of-way of Scott Road, Placerville Road and the Sacramento-Placerville Transportation Corridor. The total sphere of influence annexation area is approximately 3,576-acres. The total area to be annexed to the City of Folsom will be determined at the time an annexation application is submitted to LAFCo.

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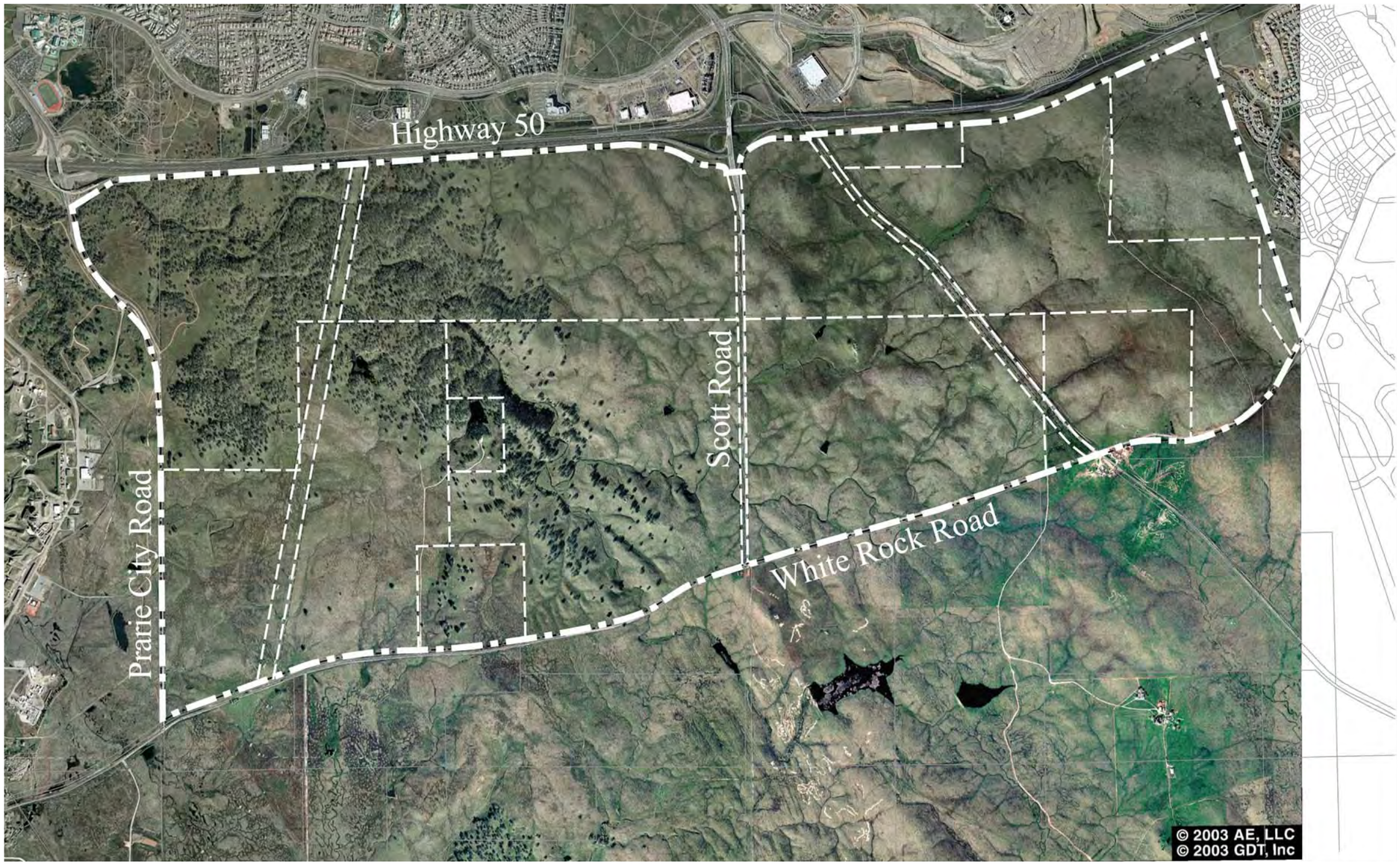
Section 2
AERIAL PHOTO



Plan Area Boundary

Ownership Parcel Boundary

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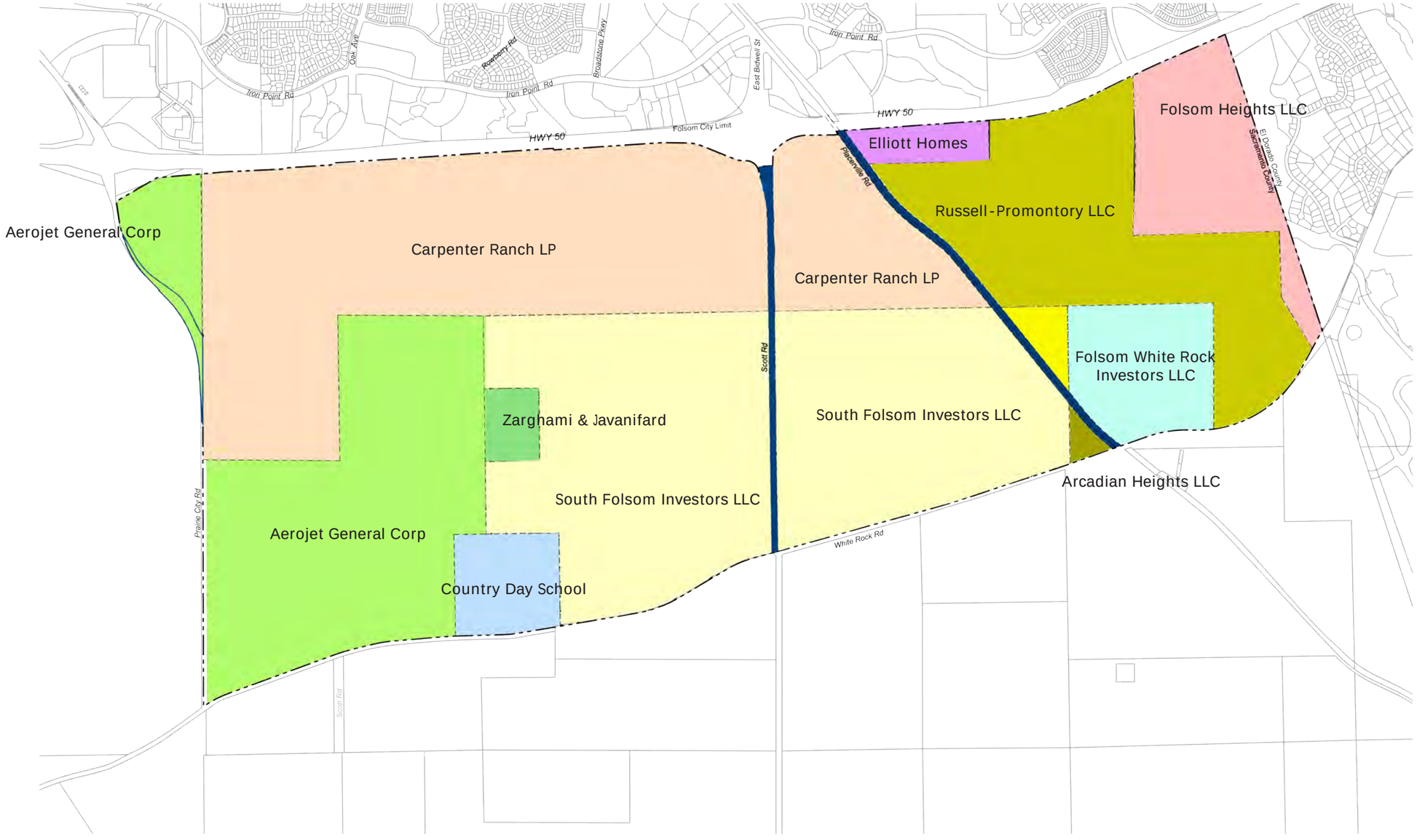
Figure 2.1 Aerial Photo

SECTION 2

OWNERSHIP



- Plan Area Boundary
- Parcel Boundary
- Aerojet General Corp
- Carpenter Ranch LP
- Elliott Homes
- Folsom White Rock Investors LLC
- Folsom Heights LLC
- Zarghami & Javanifard
- Country Day School
- Public Ownership
- Mangini 1998 Trust

AKT Managed Properties

- South Folsom Investors LLC
- Russell-Promontory LLC
- Arcadian Heights LLC

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0 800 1600 2400

Figure 2.2 Ownership

3 Section three Vision

3.1 INTRODUCTION

The Folsom Plan Area Specific Plan (FPASP) is the guiding planning document for the 3,510-acre expansion of the City of Folsom. The FPASP implements the Plan Area vision of a, balanced high quality, walkable community that preserves significant natural site features and resources. The FPASP provides a full range of housing options to meet market demands as well as retail and office commercial, industrial/office park, and public uses that will bring new jobs and services to the community. The FPASP is consistent with the City of Folsom General Plan (refer to Appendix B, Folsom General Plan Consistency Analysis) and the SACOG Blueprint Plan and Smart Growth Principles and is the result of a collaborative planning effort between the Plan Area property owners, the City of Folsom, residents of the City of Folsom, and State and Federal agencies.

3.2 COMMUNITY VISION

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

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

At build out, the Plan Area community will feature as many as 10,210 dwelling units; 8,800-10,300 new jobs; sites for five new elementary schools and a combined middle -high school; sites for five neighborhood parks, two local parks, and two community parks; and approximately 1,050 acres of natural open space.

3.2.1 Design Framework

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

Multiple and direct street routing based on a traditional rectilinear grid pattern is a feature throughout much of the community particularly in the town center, neighborhood centers and the higher density residential neighborhoods. This pedestrian oriented pattern of short blocks divided by streets helps to make the neighborhoods more walkable. Urban blocks

define commercial centers with distinct building edges and a continuous canopy of street trees to provide relief, shade and sense of place for the pedestrian.

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

3.3 PLANNING PRINCIPLES

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

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

3.3.1 Planning Principle 1 – *Comprehensively Planned Community*

The FPASP represents the culmination of a comprehensive planning process that began nearly 15 years ago when the City of Folsom submitted a sphere of influence amendment to the Sacramento Local Agency Formation Commission to extend its sphere of influence south of U.S. Highway 50 to encompass approximately 3,600 acres of undeveloped land in Sacramento County. The planning process continued-on through a project visioning and public participation phase in which input from the public was solicited to determine what on a comprehensive vision for the plan that laid the groundwork for the development various conceptual land use plan alternatives. Through continuing vision sessions a proposed annexation concept plan was developed and the preparation of the specific plan began. The FPASP is the result of this multi-year comprehensive planning process.

3.3.2 Planning Principle 2 – *Enhancing the Natural Environment*

The FPASP includes one of the largest natural open space plans in the Sacramento region for the preservation, protection and enhancement of valuable natural resources including oak woodlands, Alder Creek and its intermittent tributaries, wetlands, ponds, hillsides, cultural resources and scenic vistas. The FPASP and its associated Open Space Management Plan, Operational Air Quality Mitigation Plan, and Environmental/Biological mitigation plan provide objectives, policies and implementation measures to insure the conservation and protection of these valuable natural resources.

3.3.3 Planning Principle 3 - *Mix of Compatible Land Uses*

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

Housing Choices

The FPASP proposes a housing pattern that will offer a wider range of choice and price in housing types that reflects the strong traditional family values of Folsom while providing for housing types reflective of future market conditions. Six housing types are proposed for the Plan Area including traditional single-family detached homes at densities of 1 to 4 dwelling units per acre to a newer style of high density single-family detached homes on small lots that are more affordable to today's young families. Additionally, the FPASP provides three types

of multi-family housing types from attached and detached townhomes to multi-story apartments and condominiums that increase housing affordability opportunities. The mixed use town center and neighborhood centers offer a condominium or apartment style of living integrated with commercial uses not previously seen in the Folsom market. The Plan Area's mix of residential options provides the foundation for pedestrian oriented neighborhoods that provide affordable housing opportunities to satisfy the housing needs of all income groups.

Commercial Variety

Consistent with the planning principles of comprehensive planning, compact growth, and a jobs/housing balance, the FPASP provides over 3.5 million square feet of regional, general, community and mixed use commercial uses that will serve both regional and local needs. Additionally, the Plan Area features over 1.5 million square feet of office and industrial office park development that will contribute an added 3,000 jobs to the Plan Area jobs/housing balance while also providing further support for the retail component of the plan. The regional commercial center is strategically located adjacent Highway 50, the Scott Road Interchange and the Plan Area Transit corridor in order to provide convenient access to the center by auto and transit. The regional center, and its associated entertainment district, will offer retail shopping, restaurants, services, indoor entertainment venues and civic amenities.

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

Jobs/Housing Balance

The FPASP strives to balance jobs and housing on a local and regional level through the provision of retail commercial, office commercial, industrial/office park, and public services designated land uses that will create numerous employment opportunities. It is estimated that up to 13,210 new jobs will be provided in the Plan Area for a potential jobs/housing ratio of approximately one job for every one Plan Area dwelling unit. The 1.3 to 1 ratio of jobs to housing units provides a potentially significant reduction in vehicle miles traveled (VMT) and a corresponding reduction in green house gas emissions.

Open Space & Parks

The 1,053.1 acres of Plan Area open space protects and preserves important oak woodland wildlife habitat, viewshed corridors, wetlands and cultural features and provides valuable recreational opportunities. Open space, paired with approximately 122 acres of community, neighborhood and local parks, provides for abundant passive and active recreational amenities for Plan Area residents within easy walking distance of residential neighborhoods.

Public Facilities

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

3.3.4 Planning Principle 4 - *Transportation Options*

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

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

Public Transit

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

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

Complete Streets, Bikeways and Pedestrian Trails

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

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

3.3.5 Planning Principle 5 - *Compact Development*

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

Vibrant Town Center and Neighborhood Centers

The town center and the neighborhood centers in the Plan Area are the defining features and the "go-to" destinations in the community. The Town Center is one of several social hubs in the community that create a sense of place to be enjoyed by the community at large. The Town Center is envisioned as a pedestrian-oriented, mixed-use commercial center. Several mixed-use neighborhood commercial gathering centers located throughout the Plan Area may host local seasonal events, such as farmers markets, concerts, holiday gatherings, and local celebrations.

Connected and Walkable Neighborhoods

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

3.3.6 Planning Principle 6 - *Sustainable Design*

The FPASP objectives, policies and mitigation measures promote "green" building practices, low impact development strategies, energy conservation policies and water conserving principles. To set the standard, all City of Folsom buildings should be constructed to LEED silver standard; all commercial buildings will incorporate energy star roofing and other energy conserving features such as daylighitng and energy star appliances; stormwater control will use low impact development (LID) strategies and open space and natural parkways will be planted with California central valley and foothills native plants to conserve water.

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

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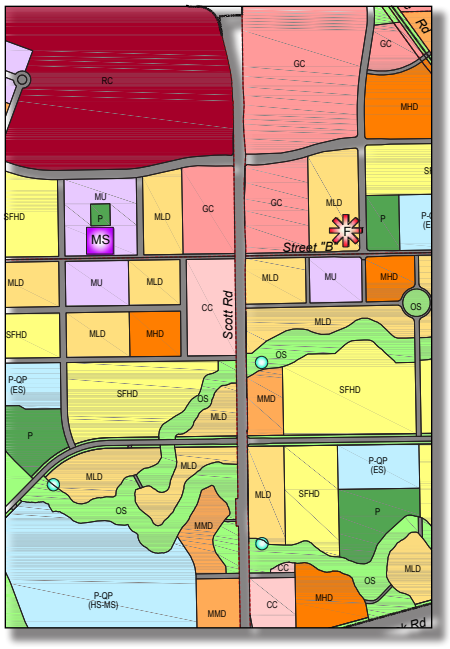
4 Section Four
Land Use & Zoning

4.1 INTRODUCTION

The Folsom Plan Area Specific Plan (FPASP) is a comprehensively planned community whose form is based on smart growth principles; natural site features; sustainable communities and climate protection (SB 375) legislation and the voice of Folsom residents who overwhelmingly approved Measure W in November 2004 requiring, among other things, the preservation of thirty-percent of the Plan Area as natural open space. The land use plan shown in Figure 4.1 illustrates these principles and the relationship between Plan Area land uses.

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



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

The approximately 1.5 square mile "Central District" of the Plan Area is the heart of the community and embodies the planning principles of mixed compatible uses, developed in a compact pattern, serviced by a number transportation alternatives. Easton Valley Parkway and Scott Road visually and physically divide the highly compact "Central District" into four quadrants, each with a defining land use. The regional commercial center and the mixed-use entertainment district are the defining land uses

in the northwest quadrant. The mixed-use walkable town center, with its municipal building, general and community commercial shopping areas, and multi-family residential uses defines the character of the southwest quadrant. The southeast quadrant's major focus is its mixed-use neighborhood center, elementary school and park, open space corridor and multi-family and_high-density single family housing uses. The fourth quadrant, in the northeast corner of the "Central District" focuses on large areas of general commercial and high density residential uses. These four quadrants create a defining "Central District" that provides a mix of compatible uses and vibrant new compact neighborhoods where residents can work, shop and recreate without having to rely on the automobile. The result is a highly diversified mix of commercial, residential, public and quasi-public uses that provide multiple housing opportunities, potential new jobs, schools, and multiple recreation options, all within close proximity to one another.

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

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

The "Southwest District" is physically disconnected and separated from the remainder of the Plan Area by the large oak woodland open space that isolates it from the "Central District" to the east. The major focal point of this district is the 44.5-acre Community Park West. This district includes a node of community commercial and multi-family residential uses at Prairie City and White Rock Roads. An elementary school and a neighborhood park are the neighborhood focus for the remaining single family and single family high density residential uses.

The Land Use section of the FPASP establishes land use designations and zoning categories that enable development to occur within the Plan Area. A complete list of permitted uses and development standards for each zoning category is included in Appendix A.

4.2 OBJECTIVES AND POLICIES

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

Land Use Objectives

Objective 4.1

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

Objective 4.2

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

Objective 4.3

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

Objective 4.4

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

Objective 4.5

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

Objective 4.6

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

Land Use Policies:

Residential Land Use Policies:

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

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

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

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

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

4.6 *As established by the FPASP, the total number of dwelling units for the Plan Area shall not exceed 10,210. The number of units within individual residential land use parcels may vary, so long as the number of units falls within the allowable density range for that land use designation.*

4.7 *Transfer of dwelling units is permitted between residential parcels as long as 1) the maximum density within each land use category is not exceeded unless rezoned, and 2) the overall FPASP dwelling unit maximum (10,210) is not exceeded.*

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

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

Commercial/Office Land Use Policies:

4.10 *The mixed-use Town Center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.*

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

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

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

4.14 *The transfer of commercial intensity is permitted as provided in Subsection 4.10.*

Open Space Land Use Policies:

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

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

Park Land Use Policies:

4.17 *Land shall be reserved for parks as shown in Figure 4.1 – Land Use Diagram and Table 4.1 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown on Figure 4.1. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.*

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

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

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

Public/Quasi-Public Land Use Policies:

4.21 *Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.1 – Land Use Diagram.*

4.22 *Land shall be reserved for schools as required by the City of Folsom and the Folsom-Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.1 – Land Use Diagram and have comparable acreages as established in Table 4.1.*

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

4.24 *All Public/Quasi-Public sites shown on Figures 4.1 and 4.2 may be relocated or abandoned as a minor administrative modification of the FPASP. The land use and zoning of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area residential units exceed 10,210.*

4.3 LAND USE DESIGNATIONS

As required by state law, The FPASP provides a variety of land uses that are consistent with the Folsom General Plan. Additionally, the Plan Area land use designations implement several of the FPASP planning principles including Principle 1 – Create a well integrated comprehensively planned community and Principle 3 – Provide a mix of residential and commercial land uses; public facilities; parks and open spaces. The FPASP land use designations provide multiple residential, employment and retail opportunities, as well as open space areas, parks, schools, and other public uses. Plan Area land uses are shown in Figure 4.1, summarized in Table 4.1, and described in detail in the following subsections:

4.5 Residential Land Uses

- **4.5.1** Single Family (SF)
- **4.5.2** Single Family High Density (SFHD)
- **4.5.3** Multi-Family Low Density (MLD)
- **4.5.4** Multi-Family Medium Density (MMD)
- **4.5.5** Multi-Family High Density (MHD)

4.8 Non-Residential Land Uses

- **4.8.1** Mixed-Use (MU)
- **4.8.2** Industrial / Office Park (IND/OP)
- **4.8.3** Community Commercial (CC)
- **4.8.4** General Commercial (GC)
- **4.8.5** Regional Commercial (RC)
- **4.8.6** Open Space (OS)
- **4.8.7** Parks/Recreation (P)
- **4.8.8** Public/Quasi-Public (PQP)

4.4 SPECIFIC PLAN ZONING

Consistent with the requirements of the Folsom Municipal Code, the entire Plan Area is zoned SP - Specific Plan District and assigned a number as required in FMC Section 17.37.040. On the City's zoning map, the entire Plan Area will be delineated as SP and bear the number that distinguishes the Plan Area from all other specific plan areas in the City. The FPASP creates zoning categories that are unique and only apply to the Plan Area. Refer to Appendix Subsection A.2 for a complete description of residential and non-residential zoning categories.

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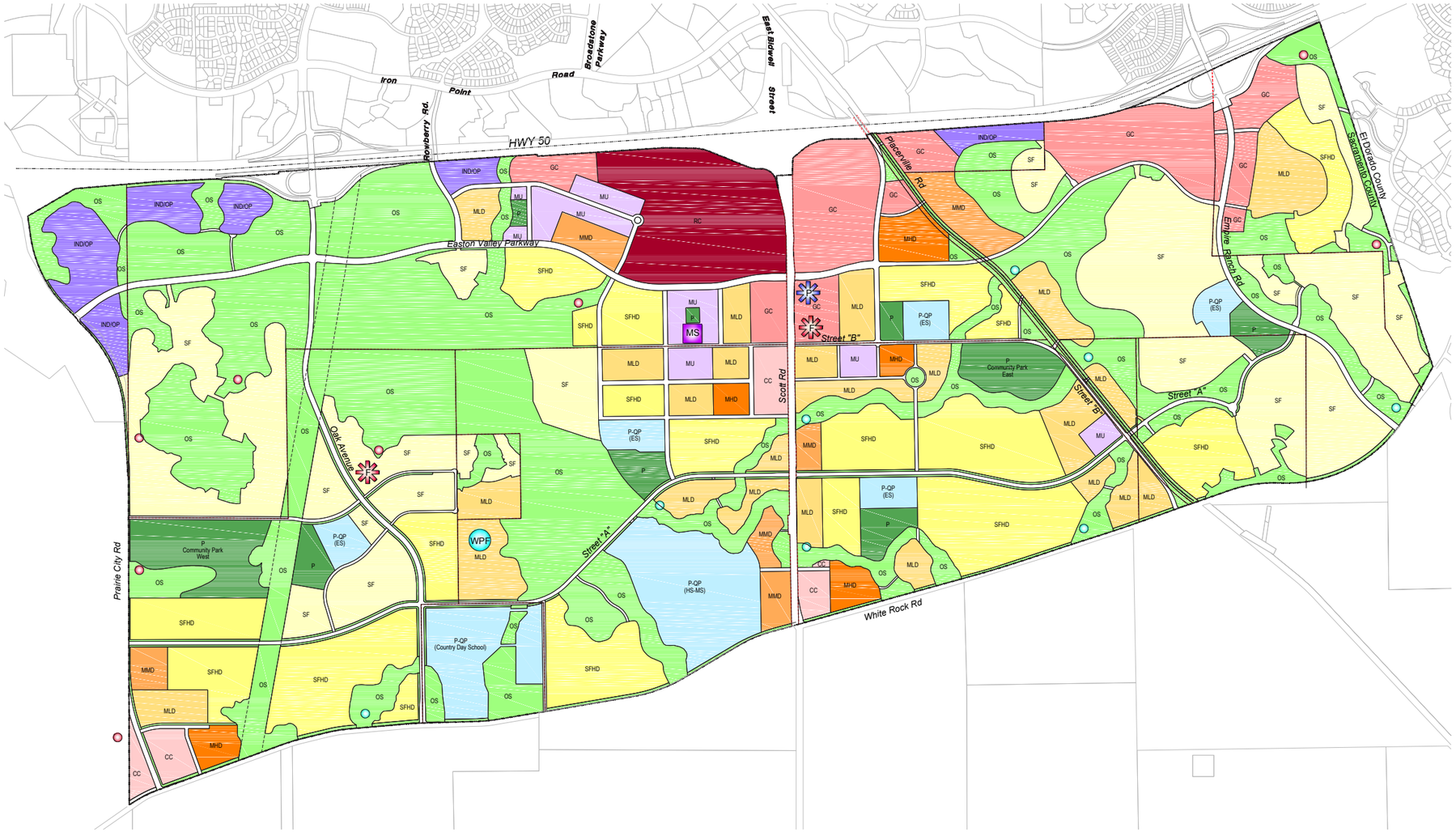
Section 4
LAND USE PLAN



Firestation (conceptual location)

Police Substation (conceptual location)

MS Municipal Services Center (conceptual location)

WPF Water Public Facility (conceptual location)

Notes:

1) Public facilities and municipal services will be be located and sized per Facilities Analysis.
2) Water Public Facility is a placeholder subject to negotiations with landowners and final technical studies.

City of Folsom
SACRAMENTO COUNTY, CA

Folsom Plan Area Specific Plan
Proposed Land Use Plan–June 2010

N

0 800 1600 240

Figure 4.1 Land Use Plan

Section 4
LARGE LOT PARCEL MAP

Open Space Areas

Parcel ID
(Refer to Table 4.3)

N

0 800 1600 2400

Figure 4.3 Large Lot Parcel Map

Table 4.1
Land Use Summary

Land Use	Gross Area (Acres)	% of Site	Density Range (Du/Ac)	Target DU[1]	Percentage of Allocated Units	Projected Population	Target FAR[2]	Potential Bldg. Area (SF)
Single Family (SF)	557.8	15.9%	1.0 - 4.0	1,687	16.5%	4,926		
Single Family High Density (SFHD)	532.5	15.2%	4.0 - 7.0	2,933	28.7%	8,564		
Multi-Family Low Density (MLD)	266.7	7.6%	7.0 - 12.0	2,434	23.8%	4,722		
Multi-Family Medium Density (MMD)	67.0	1.9%	12.0 - 20.0	1,224	12.0%	2,375		
Multi-Family High Density (MHD)	49.9	1.4%	20.0 - 30.0	1,251	12.3%	2,427		
Subtotal Residential	*1,473.9*	*42.0%*		*9,529*		*23,014*		
Mixed Use District (MU)[3]	59.1	1.7%	9.0 - 30.0	681	6.7%	1,321	0.20	205,952
Industrial/Office Park (IND/OP)	89.2	2.5%					0.30	1,165,666
Community Commercial (CC)	38.8	1.1%					0.25	423,621
General Commercial (GC)[4 & 5]	212.9	6.1%					0.25	2,052,765
Regional Commercial (RC)	110.8	3.2%					0.28	1,351,405
Subtotal Commercial, Industrial/Office, Mixed Use	*510.8*	*14.6%*		*681*		*1,321*		*5,199,408*
Parks - Community West (P)	44.5	1.3%						
Parks - Community East (P)	26.1	0.7%						
Parks - Neighborhood (P)	47.6	1.4%						
Parks - Local (P)	3.5	0.1%						
High School-Middle School (PQP) MS/HS	79.6	2.3%						
Elementary School (PQP) ES	51.0	1.5%						
Country Day School (PQP)	48.7	1.4%						
Subtotal Parks and Schools	*301.0*	*8.6%*						
Open Space (OS)	*1,053.1*	*30.0%*						
Proposed Major Circulation	*171.6*	*4.9%*						
Folsom Specific Plan Area Totals	**3,510.4**	**100.0%**		**10,210**	**100.0%**	**24,335**		**5,199,408**

1. Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the Plan Area maximum of 10,210 dwelling units.
2. Floor Area Ratio (FAR) is the ratio of building area to parcel area. The target FAR may be higher or lower for each land use as long as the Plan Area maximum of 5,199,408 SF is not exceeded.
3. For planning purposes, the mixed use land use designation is split 60% residential and 40% commercial area. The target FAR may be highrer or lower as long as the maximum commercial, industrial/office park and mixed-use building area of 5,199,408 SF is not exceeded.
4. For planning purposes, net site area of 188.5 acres is used to calculate potential general commercial building area
5. For planning purposes, 25% of the general commercial building area is calculated as office use (512,919 SF).

Table 4.2
Land Use / Zoning Consistency

	Folsom Plan Area Specific Plan		Folsom General Plan & Zoning Ordinance	
	Land Use Designation	*Zoning Category*	*Land Use Designation*	*Zoning District*
Residential Uses	Single Family (SF)	SP-SF	Single Family	R1L / R1ML
	Single Family High Density (SFHD)	SP-SFHD	Single Family High	R-1M / R-2
	Multi-Family Low Density (MLD)	SP-MLD	Multi-Family Low	R-2 / R-3 / R-M
	Multi-Family Medium Density (MMD)	SP-MMD	Multi-Family Medium	R-3 / R-M
	Multi-Family High Density (MHD)	SP-MHD	Multi-Family High	R-3 / R-4 / R-M
Non-Residential Uses	Mixed Use (MU)	SP-MU	N/A	N/A
	Industrial / Office Park (IND/OP)	SP-IND/OP	Industrial/Office Park (IND)	BP / M-1
	Community Commercial (CC)	SP-CC	Community Commercial (CC)	C-1 / C-2
	General Commercial (GC)	SP-GC	General Commercial (GC)	C-2 / C-3
	Regional Commercial (RC)	SP-RC	Regional Commercial (RCC)	C-2 / C-3
	Parks (P)	SP-P	Park (P)	OSC / All residential zoning
	Open Space (OS)	SP-OS	Open Space (OS)	HCD
	Public/Quasi-Public (PQP)	SP-PQP	Public (PUB), Elementary School (S), Junior High School (JHS), High School (HS)	All commercial and residential zoning districts

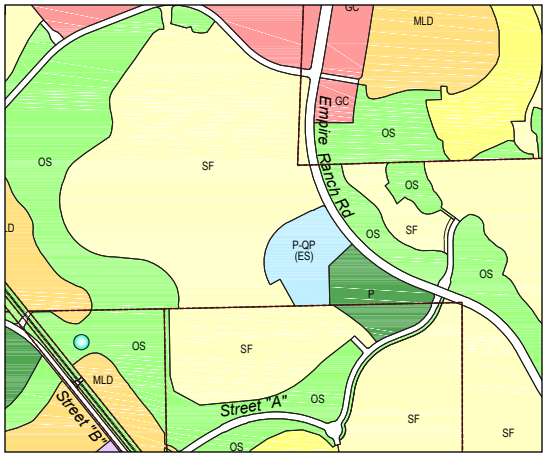
4.5 RESIDENTIAL LAND USE DESCRIPTIONS

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

Residential densities are calculated as the number of dwelling units allowed per gross acre. Gross acreage is defined as a parcel of land in its entirety and includes area for internal and fronting streets, infrastructure, and topography. Thus, if a 100-acre parcel is designated as SF (1 to 4 units per gross acre density), a maximum of 400 dwelling units are allowed, regardless of the internal circulation system, infrastructure, or neighborhood amenities. Each residential and mixed-use parcel (refer to Figure 4.3) is assigned a number of units based on a mid-range target density (refer to Table 4.3); however, transfer of units between residential parcels is allowed as long as the maximum density of a parcel is not exceeded. Refer to Subsections 4.7 and 13.3.2 for a detailed explanation of transfer of residential units.

4.5.1 Single Family (SF)

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



Additional neighborhood and community serving amenities are allowed within single family designated areas including parks, libraries, schools, community clubhouses, and emergency services facilities. Such facilities and amenities should be sited and designed as community focal points, be centrally located, and easily accessible. Refer to Appendix Subsection A.2.1.1 and Tables A.1 and A.6 for a complete list of permitted uses and development standards for the SP-SF zoning category.

The SF density range is from 1 to 4 dwelling units per gross acre and approximately 558-acres of the Plan Area is devoted to SF land use with a target unit count of 1,687 units (refer to Table 4.1). The SP-SF zoning category is consistent with the Single Family residential land use designation.

4.5.2 Single Family High Density (SFHD)

Consistent with SACOG "Smart Growth" principles and FPASP planning principles, the Single Family High Density residential land use designation is included in the Plan Area to promote compact development, housing diversity and transportation options. SFHD neighborhoods are

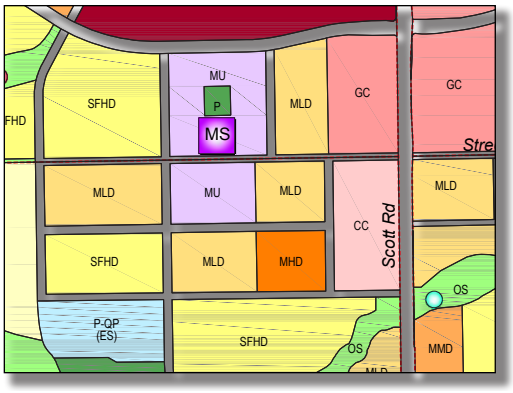
typically located on level terrain and feature an interconnected system of "grid-like" streets that further enhance walking and cycling opportunities and potentially reduce vehicle miles traveled (VMT). In some instances, SFHD neighborhoods act as a residential density transition between conventional single family neighborhoods and higher density multi-family neighborhoods. The SFHD designation provides for a greater variety of single family residential units, allowing for both attached and detached housing options. Permitted residential uses within the SFHD designation include, but are not limited to, single family dwellings, and two family dwellings. Additionally, second dwelling units are allowed that may contribute to additional affordable housing options within the Plan Area.

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

Within the SFHD zoning category neighborhood and community serving amenities are also permitted including parks, libraries, schools, community clubhouses, and emergency services facilities. Such facilities and amenities should be sited and designed as community focal points, be centrally located, and easily accessible. Refer to Appendix Subsection A.2.1.2 and Tables A.2 and A.6 for a complete list of permitted uses and development standards for the SP-SFHD zoning category.

The SFHD density range is from 4 to 7 dwelling units per gross acre and approximately 533-acres of the Plan Area are devoted to SFHD land use with a target unit count of 2,933 units (refer to Table 4.1). The SP-SFHD zoning category is consistent with the Single Family High Density residential land use designation.

4.5.3 Multi-Family Low Density (MLD)

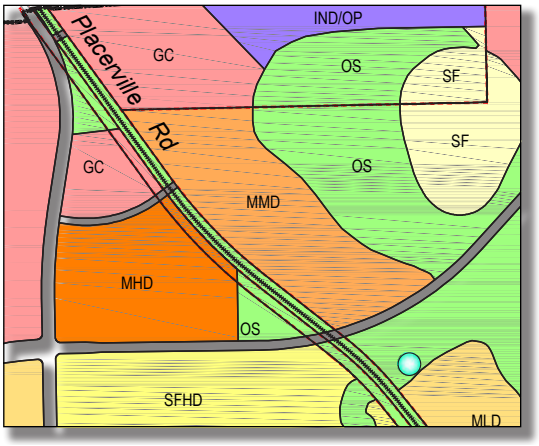


The Multi-Family Low Density residential designation is intended to promote a variety of housing types that will result in diverse residential neighborhoods. MLD neighborhoods are located within walking distance of commercial areas, the Town Center, neighborhood centers and public transportation routes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

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

topography of the site. Refer to Subsection A.2.1.3 and Tables A.3 and A.6 for a complete list of permitted uses and development standards for the SP-MLD zoning category.

The MLD density range is from 7 to 12 dwelling units per gross acre and approximately 267-acres of the Plan Area are devoted to MLD land use with a target unit count of 2,434 units (refer to Table 4.1). The SP-MLD zoning category is consistent with the Multi-Family Low Density residential land use designation.



4.5.4 Multi-Family Medium Density (MMD)

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

The Multi-Family Medium Density designation also permits uses such as parks, schools, and assisted living facilities. Such amenities should be sited and designed integral parts of the community fabric, and should complement the topography of the site as well as the adjacent residential areas. Refer to Subsection A.2.1.4 and Tables A.4 and A.6 for a complete list of permitted uses and development standards for the SP-MMD zoning category.

The MMD density range is 12 to 20 units per gross acre and approximately 67-acres of the Plan Area is devoted to MMD land use with a target unit count of 1,224 housing units (refer to Table 4.1). If The MMD designated parcels are developed at the maximum allowable density of 20 units per acre, they can be "deemed appropriate to accommodate housing for lower income households". The SP-MMD zoning category is consistent with the Multi-Family Medium Density land use designation.

4.5.5 Multi-Family High Density (MHD)

The Multi-Family High Density (MHD) residential designation is the highest density residential land use in the Plan Area. The MHD parcels are located adjacent to transit corridors, community commercial shopping, the Town Center and the mixed-use neighborhood centers to facilitate access to public transportation and add vitality to the Town Center and neighborhood center by increasing the resident population. Residential multiple family dwellings allowed in this designation include, but are not limited, to, apartments, condominiums, and townhomes. Additional uses permitted within this designation include parks, schools, and assisted living facilities. Such amenities should be sited and designed as integral to the neighborhood and complement the surrounding uses. Refer to Subsection A.2.1.5 and Tables A.5 and A.6 for a complete list of permitted uses and development standards for the SP-MHD zoning category.

The MHD density range is 20 to 30 units per gross acre and approximately 50-acres of the Plan Area is devoted to MHD land use with a target unit count of 1,251 units (refer to Table 4.1). With state and local enabling legislation for density bonus, the maximum density of the MHD designation can be raised to 38 units per gross acre (a 20% density bonus). According to state housing law, all MHD parcels, regardless of the developed density, are "deemed appropriate to accommodate housing for lower income households". The SP-MHD zoning category is consistent with the Multi-Family High Density land use designation.

4.6 PRIVATE GATED RESIDENTIAL NEIGHBORHOODS

Future development projects may propose private, gated residential neighborhoods within the Plan Area. While private, gated neighborhoods may have standards and guidelines developed specifically for that neighborhood, they must still meet the underlying intent of the goals, objectives and policies of the FPASP as well as all applicable requirements of the Folsom Municipal Code.

4.7 TRANSFER OF RESIDENTIAL UNITS

The FPASP permits adjustments to the residential land use mix to reflect sensitive natural site features as well as changing market demand for a particular housing type. Transfer of units is permitted between residential parcels provided the Plan Area maximum entitlement of 10,210 dwelling units is not exceeded except by amendment of the FPASP. Each residential development parcel is allocated a certain number of dwelling units (see Table 4.3). If a particular parcel is developed at less that its allocation number, the remaining un-built units may be transferred to another residential parcel or parcels. Increases or decreases in residential density resulting from unit transfers shall not be less than the minimum or exceed the maximum allowable density for each residential land use category unless a request to increase or decrease the density is accompanied with a Specific Plan Amendment application pursuant to Section 13.3.1. Refer to Section 13.3.2 for a more detailed description of transfer of development rights and residential unit tracking.

Table 4.3
Parcel Summary

Parcel No.	Land Use	Acreage	Allocated Res. DU	Projected Population	Allocated Building Area SF				
					IND/OP	CC	GC	MU	RC
1	IND/OP	30.1	-	-	393,347	-	-	-	-
2	IND/OP	11.8	-	-	154,202	-	-	-	-
3	SF	1.4	4	12	-	-	-	-	-
4	OS-LC	1.5	-	-	-	-	-	-	-
5	OS	1.0	-	-	-	-	-	-	-
6	OS	2.6	-	-	-	-	-	-	-
7	OS	20.0	-	-	-	-	-	-	-
8	P	44.5	-	-	-	-	-	-	-
9	SFHD	30.6	169	493	-	-	-	-	-
10	MMD	8.8	161	312	-	-	-	-	-
11	SFHD	25.9	143	418	-	-	-	-	-
12	MLD	13.6	123	239	-	-	-	-	-
13	CC	6.3	-	-	-	68,607	-	-	-
14	CC	11.1	-	-	-	120,879	-	-	-
15	MHD	9.8	246	477	-	-	-	-	-
16	SFHD	58.7	324	946	-	-	-	-	-
17	SFHD	6.2	34	99	-	-	-	-	-
18	SF	28.9	87	254	-	-	-	-	-
19	SF	11.0	33	96	-	-	-	-	-
20	P	10.0	-	-	-	-	-	-	-
21	PQP	10.0	-	-	-	-	-	-	-
22	SF	3.7	11	32	-	-	-	-	-
23	SF	13.7	41	120	-	-	-	-	-
24	SF	28.0	84	245	-	-	-	-	-
25	SF	16.2	49	143	-	-	-	-	-
26	SFHD	20.9	115	336	-	-	-	-	-
27	OS-LC	1.3	-	-	-	-	-	-	-
28	OS-LC	1.2	-	-	-	-	-	-	-
29	OS	66.3	-	-	-	-	-	-	-
30	OS	21.9	-	-	-	-	-	-	-
31	OS	23.3	-	-	-	-	-	-	-
32	OS-LC	1.8	-	-	-	-	-	-	-
33	OS	40.0	-	-	-	-	-	-	-
34	OS-LC	1.2	-	-	-	-	-	-	-
35	OS-LC	0.5	-	-	-	-	-	-	-
36	OS	13.3	-	-	-	-	-	-	-
37	IND/OP	16.6	-	-	216,929	-	-	-	-
38	IND/OP	11.0	-	-	143,748	-	-	-	-
39	SF	109.4	338	987	-	-	-	-	-
40	IND/OP	9.2	-	-	120,226	-	-	-	-
41	GC	13.7	-	-	-	-	149,193	-	-
42	MU	7.9	91	177	-	-	-	27,530	-
43	RC	110.8	-	-	-	-	-	-	1,351,405
44	MMD	12.8	234	454	-	-	-	-	-
45	MU	14.5	167	324	-	-	-	50,530	-
46	MU	1.1	13	25	-	-	-	3,833	-
47	P	2.3	-	-	-	-	-	-	-
48	MU	1.8	21	41	-	-	-	6,273	-
49	MLD	10.6	96	186	-	-	-	-	-
50	SF	10.2	36	105	-	-	-	-	-
51	SFHD	24.4	134	391	-	-	-	-	-
52	SFHD	5.1	28	82	-	-	-	-	-
53	SFHD	19.3	107	312	-	-	-	-	-
54	MU	14.1	162	314	-	-	-	49,136	-
55	P	1.2	-	-	-	-	-	-	-
56	MLD	8.9	81	157	-	-	-	-	-
57	GC	12.6	-	-	-	-	137,214	-	-
58	GC	15.8	-	-	-	-	172,062	-	-

Table 4.3
Parcel Summary

Parcel No.	Land Use	Acreage	Allocated Res. DU	Projected Population	Allocated Building Area SF				
					IND/OP	CC	GC	MU	RC
59	MLD	13.9	126	244	-	-	-	-	-
60	P	5.0	-	-	-	-	-	-	-
61	PQP	10.0	-	-	-	-	-	-	-
62	SFHD	26.0	144	420	-	-	-	-	-
63	SFHD	8.0	44	128	-	-	-	-	-
64	MHD	17.6	441	856	-	-	-	-	-
65	GC	57.9	-	-	-	-	630,531	-	-
66	GC	5.3	-	-	-	-	57,717	-	-
67	GC	13.7	-	-	-	-	149,193	-	-
68	IND/OP	10.5	-	-	137,214	-	-	-	-
69	SF	3.6	10	29	-	-	-	-	-
70	OS	9.8	-	-	-	-	-	-	-
71	OS	0.8	-	-	-	-	-	-	-
72	OS	1.7	-	-	-	-	-	-	-
73	OS	4.9	-	-	-	-	-	-	-
74	OS	2.4	-	-	-	-	-	-	-
75	OS	1.8	-	-	-	-	-	-	-
76	OS	4.0	-	-	-	-	-	-	-
77	OS	110.4	-	-	-	-	-	-	-
78	OS	54.5	-	-	-	-	-	-	-
79	OS	30.2	-	-	-	-	-	-	-
80	OS	28.1	-	-	-	-	-	-	-
81	OS	9.5	-	-	-	-	-	-	-
82	OS	51.4	-	-	-	-	-	-	-
83	OS	48.6	-	-	-	-	-	-	-
84	Lot has been renumbered		-	-	-	-	-	-	-
85	OS-LC	0.4		-	-	-	-	-	-
86	MMD	22.2	406	788	-	-	-	-	-
87	SF	10.4	31	91	-	-	-	-	-
88	GC	59.5		-	-	-	380,061	-	-
89	MLD	15.2	139	270	-	-	-	-	-
90	SF	89.3	273	797	-	-	-	-	-
91	PQP	10.0	-	-	-	-	-	-	-
92	P	6.5	-	-	-	-	-	-	-
93	SF	7.3	21	61	-	-	-	-	-
94	SF	46.3	139	406	-	-	-	-	-
95	SF	38.3	110	321	-	-	-	-	-
96	Lot has been renumbered		-	-	-	-	-	-	-
97	OS	18.9	-	-	-	-	-	-	-
98	OS	48.7	-	-	-	-	-	-	-
100	OS	11.7	-	-	-	-	-	-	-
101	OS	13.2	-	-	-	-	-	-	-
103	OS-LC	1.9	-	-	-	-	-	-	-
102	Lot has been renumbered		-	-	-	-	-	-	-
104	OS	6.2	-	-	-	-	-	-	-
105	MLD	0.7	23	45	-	-	-	-	-
106	MLD	7.0	64	124	-	-	-	-	-
107	OS	13.5	-	-	-	-	-	-	-
108	OS	0.2	-	-	-	-	-	-	-
109	MLD	8.2	74	144	-	-	-	-	-
110	MLD	5.3	48	93	-	-	-	-	-
111	SFHD	65.7	363	1,060	-	-	-	-	-
112	PQP	9.9	-	-	-	-	-	-	-
113	P	11.7	-	-	-	-	-	-	-
114	MLD	7.8	71	138	-	-	-	-	-
115	MHD	10.5	263	510	-	-	-	-	-
116	CC	8.0	-	-	-	87,120	-	-	-
117	CC	0.5	-	-	-	5,445	-	-	

Table 4.3
Parcel Summary

Parcel No.	Land Use	Acreage	Allocated Res. DU	Projected Population	Allocated Building Area SF				
					IND/OP	CC	GC	MU	RC
118	SFHD	15.1	83	242	-	-	-	-	-
119	MLD	9.6	87	169	-	-	-	-	-
120	MMD	6.4	117	227	-	-	-	-	-
121	SFHD	29.7	164	479	-	-	-	-	-
122	SFHD	51.3	283	826	-	-	-	-	-
123	MLD	17.3	157	305	-	-	-	-	-
124	MU	5.3	61	118	-	-	-	18,469	-
125	P	26.1	-	-	-	-	-	-	-
126	MLD	8.3	75	146	-	-	-	-	-
127	MHD	5.7	143	277	-	-	-	-	-
128	MU	6.5	75	146	-	-	-	22,651	-
129	MLD	7.6	69	134	-	-	-	-	-
130	MLD	11.7	106	206	-	-	-	-	-
131	CC	13.0	-	-	-	141,570	-	-	-
132	MLD	6.4	58	113	-	-	-	-	-
133	MHD	6.3	158	307	-	-	-	-	-
134	MU	7.9	91	177	-	-	-	27,530	-
135	MLD	7.8	71	138	-	-	-	-	-
136	MLD	10.8	98	190	-	-	-	-	-
137	SFHD	10.7	59	172	-	-	-	-	-
138	SF	30.3	91	266	-	-	-	-	-
139	PQP	11.0	-	-	-	-	-	-	-
140	P	10.6	-	-	-	-	-	-	-
141	SFHD	25.6	141	412	-	-	-	-	-
142	MLD	4.9	44	85	-	-	-	-	-
143	MLD	7.5	68	132	-	-	-	-	-
144	MMD	7.2	132	256	-	-	-	-	-
145	MMD	9.5	174	338	-	-	-	-	-
146	PQP	79.6	-	-	-	-	-	-	-
147	MLD	10.7	97	188	-	-	-	-	-
148	SFHD	44.8	242	707	-	-	-	-	-
149	MLD	24.7	224	435	-	-	-	-	-
150	OS	119.6	-	-	-	-	-	-	-
151	OS	13.4	-	-	-	-	-	-	-
152	OS	49.5	-	-	-	-	-	-	-
153	OS	6.0	-	-	-	-	-	-	-
154	OS	11.2	-	-	-	-	-	-	-
155	OS	16.5	-	-	-	-	-	-	-
156	OS	1.6	-	-	-	-	-	-	-
157	OS	0.3	-	-	-	-	-	-	-
158	OS	7.4	-	-	-	-	-	-	-
159	OS	29.7	-	-	-	-	-	-	-
160	OS-LC	1.3	-	-	-	-	-	-	-
161	OS-LC	2.3	-	-	-	-	-	-	-
162	MLD	7.0	63	122	-	-	-	-	-
163	OS-LC	0.5	-	-	-	-	-	-	-
164	OS	0.6	-	-	-	-	-	-	-
165	SFHD	33.4	185	540	-	-	-	-	-
166	SF	38.6	116	339	-	-	-	-	-
167	SF	26.9	79	231	-	-	-	-	-
168	P	3.8	-	-	-	-	-	-	-
169	MLD	0.1	-	-	-	-	-	-	-
170	Lot has been renumbered		-	-	-	-	-	-	-
171	OS	12.9	-	-	-	-	-	-	-
172	OS	1.0	-	-	-	-	-	-	-
173	OS	5.2	-	-	-	-	-	-	
174	OS-LC	1.1	-	-	-	-	-	-	-
175	OS	1.1	-	-	-	-	-	-	-

Table 4.3
Parcel Summary

Parcel No.	Land Use	Acreage	Allocated Res. DU	Projected Population	Allocated Building Area SF				
					IND/OP	CC	GC	MU	RC
176	OS	8.2	-	-	-	-	-	-	-
177	GC	1.3	-	-	-	-	14,157	-	-
178	GC	3.8	-	-	-	-	41,382	-	-
179	SF	1.2	4	12	-	-	-	-	-
180	GC	17.0	-	-	-	-	185,130	-	-
181	GC	9.5	-	-	-	-	103,455	-	-
182	GC	3.0	-	-	-	-	32,670	-	-
183	MLD	27.9	253	491	-	-	-	-	-
184	SFHD	31.0	171	499	-	-	-	-	-
185	SF	20.1	61	178	-	-	-	-	-
186	SF	13.7	41	120	-	-	-	-	-
187	OS	3.0	-	-	-	-	-	-	-
188	OS	25.5	-	-	-	-	-	-	-
189	OS	1.2	-	-	-	-	-	-	-
190	OS	13.4	-	-	-	-	-	-	-
191	MLD	13.1	119	231	-	-	-	-	-
192	SF	4.9	15	44	-	-	-	-	-
193	SF	4.3	13	38	-	-	-	-	-
194	OS	7.6	-	-	-	-	-	-	-
195	Lot has been renumbered		-	-	-	-	-	-	-
196	PQP	48.7	-	-	-	-	-	-	-
197	OS	2.4	-	-	-	-	-	-	-
198	OS	23.6	-	-	-	-	-	-	-
Subtotal		3320.3	10,210	24,335	-	-	-	-	-
Placerville Road OS		5.7	-	-	-	-	-	-	-
Sac-Placerville Trans. C		12.8	-	-	-	-	-	-	-
Major Circulation		171.6	-	-	-	-	-	-	-
Total		**3510.4**	**10,210**	**24,335**	**1,165,666**	**423,621**	**2,052,765**	**205,952**	**1,351,405**

Insert Page 4-21

11 x 17 Parcel Map

Figure 4.3

4.8 NON-RESIDENTIAL LAND USE DESCRIPTIONS

Consistent with Planning Principle 3, the FPASP provides a mix of residential, commercial, public facilities, parks and open space land uses. The FPASP establishes eight non-residential land uses, five of which are employment generating including industrial/office park, community commercial, general commercial, regional commercial and mixed-use. The remaining three non-residential land uses include parks, open space and public/quasi-public uses. The employment generating land uses are expected to generate upwards of 10,000 new jobs once the Plan Area build-out is complete. The expected new jobs in the Plan Area equates to a balanced ratio of one job to one housing unit. The five employment generating land uses comprise approximately 15% of the total FPASP site area and will likely create 5.2 million square feet of building area at project completion.

The following descriptions include a summary of each land uses, as well as a description of the corresponding zoning category. A complete list of permitted uses and development standards for each non-residential zoning category is included in Appendix A.

4.8.1 Mixed-Use (MU)

A 2006 conference on mixed-use development, hosted by the International Council of Shopping Centers, formulated a good working definition of mixed-use developments:

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

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

Two of the mixed-use sites are further defined by the addition of an overlay combining zone. The mixed-use town center is one of these sites and it is located immediately south of the Regional Commercial center adjacent to Easton Valley Parkway. The town center is one of the main focal points of the community and is envisioned as a lively vibrant mixed-use core featuring residences, live/work studios, retail shops, restaurants, bars, coffee houses, an urban park and a municipal center. The mixed-use entertainment district is the second overlay combining zone and it is located immediately west of the regional commercial center and is also envisioned as a busy pedestrian friendly center that will attract an energetic mix of residents. The emphasis of this district is on entertainment uses such as theaters, restaurants, night clubs, entertainment arcades, personal services and a blend of local, regional and national retailers, as well as residential uses. Refer to Section 6 for a thorough discussion of the mixed-use town

center and entertainment district and to Subsection 4.9 for a more detailed explanation of overlay combining zoning.

Three mixed-use neighborhood centers are contained in the Plan Area: one immediately adjacent to Street B, east of Scott Road; one immediately adjacent to Street B, west of Scott Road and one at the intersection of Street A and Placerville Road. Mixed-use neighborhood centers are envisioned as neighborhood serving nodes of activity that provide retail services and neighborhood identity and are easily reached by foot from surrounding residential uses.

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

The mixed-use designation allows multiple family dwellings including townhouses, condominium, apartments, and live work studios. Refer to Subsection A.2.2.1 and Tables A.7 and A.8 for a complete list of permitted uses and development standards for the mixed-use zoning category. Approximately 59-acres of the Plan Area are dedicated to mixed-use with a target residential count of 681 units and an allocation of .2 million square feet of commercial building area. The mixed-use zoning category and the overlay combining zones are consistent with the mixed-use land use designation.

4.8.2 Industrial / Office Park (IND/OP)

The Industrial / Office Park (IND/OP) designation is intended to provide areas for businesses; financial and professional services; limited retail uses; research and development and light industrial and public uses. This land use designation is provided to attract new businesses and jobs to the city in order to improve the Plan Area jobs/housing balance. Site development within the IND/OP land use designation is intended to be low density, well designed and sited to be compatible with the existing natural features of the Plan Area such as Alder Creek, oak woodlands, and hillsides. The FPASP provides approximately 89.2 acres of this land use category and potentially 1.16 million square feet of building area.

Permitted uses include, but are not limited to financial and insurance offices, laboratories, research and development facilities, medical and dental offices, printing and publishing shops, wholesale and distribution centers and restaurants. Refer to Subsection A.2.2.2 and Table A.13 for a complete list of permitted uses and development standards. The SP-IND/OP zoning district is consistent with the Industrial / Office Park land use designation.

4.8.3 Community Commercial (CC)

The Community Commercial land use designation provides community-based convenience oriented retail and service uses intended to serve residential neighborhoods within the Plan Area. Community commercial parcels average 5 to 10 acres in size and are located in close proximity to residential neighborhoods. The FPASP land use plan provides 38.8 acres of community commercial parcels strategically located throughout the Plan Area, within walking distance of residential neighborhoods and accessible by public transit. Potential uses in this designation include: grocery stores, retail shops, restaurants, banks, offices, and other similar types of uses supporting the daily needs of nearby residents. Refer to Subsection A.2.2.3 and Table A.13 for a complete list of permitted uses and development standards. The SP-CC zoning district is consistent with the Community Commercial land use designation.

4.8.4 General Commercial (GC)

The General Commercial (GC) land use designation provides for a wide range of highway oriented retail, office, manufacturing, lodging and service uses on sites ranging in size from 12 to 60 acres. Typically, general commercial parcels accommodate power centers, outlet stores, lifestyle centers and free standing specialty stores or offices. Refer to Subsection A.2.2.4 and Table A.13 for a complete list of allowable uses. Office use is permitted and encouraged in the general commercial land use designation. The FPASP allows for the construction of approximately 2 million square feet of general commercial building area on approximately 212 acres of land. The majority of the Plan Area general commercial parcels are located adjacent to Highway 50 or Scott Road to facilitate regional access from the highway. The SP-GC zoning district is consistent with the General Commercial land use designation.

4.8.5 Regional Commercial (RC)

The Regional Commercial (RC) land use designation provides for highway oriented, large-scale regional retail uses; entertainment uses; business, financial and personal services uses; and lodging and public uses constructed either as a traditional enclosed mall or as an open-air lifestyle type center. The Plan Area RC land use is located on a 110-acre site adjacent to Highway 50 and Scott Road, with convenient regional access provided by the existing East Bidwell/Scott Road interchange and the proposed Oak Avenue interchange.

The primary trade area for regional commercial centers is usually five to twenty-five miles and the building area typically averages approximately 1.2 to 1.5 million square feet. The FPASP designates approximately 1.35 million square feet of building area for the regional commercial land use which is similar in scale to other regional commercial center in Northern California. The RC land use designation allows for, but does limit, the following uses: anchor and in-line retail, theaters and performing arts facilities, restaurants, and public use. See Subsection A.2.2.5 and Table A.13 for a complete list of permitted uses and development standards.

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

The regional center will be visually and physically connected to the entertainment district and mixed use and high density residential areas located directly west of the RC. A smooth and complementary architectural transition, with strong pedestrian connections, between the two uses will be featured. The regional center will also have dynamic visual and pedestrian friendly connections to the Plan Area town center and residential neighborhoods located directly adjacent to the RC on the south side of Easton Valley Parkway. The SP-RC zoning district is consistent with the Regional Commercial land use designation.

4.8.6 Open Space (OS)

The Open Space land use designation encompasses the preserved natural open space areas of the Plan Area. The open space features include oak woodlands, Alder Creek and its intermittent tributaries, preserved wetlands, natural parkways 30 feet in width or greater, hillsides and preserved cultural features. In accordance with the Folsom City Charter, thirty percent (30%) of the Plan Area is designated, and will be maintained in perpetuity, as natural open space. Permitted Uses within the open space land use designation are intended to preserve and enhance the natural open space habitat and features of the Plan Area. Refer to Subsection A.2.2.6 for a detailed description of the permitted uses and development standards in each of the two open space zoning districts. The SP-OS1 and SP-OS2 zoning categories are consistent with the Open Space land use designation. Refer to Section 8 – Open Space for additional information.

4.8.7 Parks (P)

The Parks land use designation provides for active and passive recreational opportunities within the Plan Area. Community, neighborhood and local parks, are located throughout the Plan Area as required by the Folsom General Plan. The SP-P zoning district is consistent with the Parks land use designation. Refer to Section 9 – Parks for additional information.

Consistent with park land use policy 4.17, park sites may be relocated from the locations shown on Figures 4.1 and 4.2 as a minor administrative modification of the FPASP. The land use and zoning of the vacated site or sites will revert to the lowest adjacent residential land use and zoning (refer to Section 13.3.1 Minor Administrative Modifications and Amendments).

4.8.8 Public/Quasi-Public (PQP)

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

Consistent with public/quasi-public land use policy 4.24, public or quasi-public sites shown on Figures 4.1 and 4.2 may relocated or abandoned as a minor administrative modifications of the FPASP. The land use and zoning of the vacated site or sites will revert to the lowest adjacent residential land use and zoning. Refer to Section 13.3.1 Minor Administrative Modifications and Amendments.

4.9 OVERLAY COMBINING ZONES

Overlay combining zones creates special zoning placed over an existing zoning category and includes special provisions that are specific to the overlay combining zone. Overlay combining zones are intended to provide an additional level of detail which may be more or less restrictive or encourage specific types of development. Areas located in an overlay combining zone are subject to the requirements of both the primary zoning category as well as the overlay zone. The FPASP has two overlay combining zones: the Entertainment District Overlay Combining Zone and the Town Center Overlay Combining Zone.

4.9.1 Entertainment District Overlay Combining Zone

The FPASP Entertainment District overlay combining zone is located north of Easton Valley Parkway and west of Scott Road adjacent to the regional commercial center and near the Town Center, and it will have a strong visual and physical relationship between the Town Center and the regional commercial center. The intent of the Entertainment District is to create a vibrant mix of uses that inspires innovative and creative architectural design. The Entertainment District is envisioned to contain a mix of entertainment, dining, retail, personal services and lifestyle components to create a synergistic leisure destination with an intrinsically appealing blend of local, regional, and national merchandisers. The Entertainment District will encouraged a greater concentration of high intensity, vibrant uses than are allowed in strictly mixed-use parcels. Refer to Section 6.2 for a detailed description of the Entertainment District and to Appendix Subsection A.2.3.2 and Table A.8 for a complete list of permitted use and development standards.

4.9.2 Town Center Overlay Combining Zone

The FPASP Town Center overlay combining zone is located south of Easton Valley Parkway and west of Scott Road, near the entertainment District and directly across from the regional commercial center, providing an opportunity for a strong visual and physical relationship between the regional commercial center, town center and entertainment zone.

The intent of the town center zone is to create a vibrant mix of public, commercial and residential uses that inspire innovative and creative site and architectural design. The Town Center is envisioned as a mix of municipal, recreation, dining, retail, and residential components that will become the city focal point of the Plan Area. Refer to Section 6.1 for a detailed description of the Town Center and to Appendix Subsection A.2.3.3 and Table A.8 for a complete list of permitted uses and development standards.

4.10 TRANSFER OF COMMERCIAL INTENSITY

The FPASP allows flexibility in the development of commercial, office park and mixed-use parcels in order to respond to changing market conditions. A target floor area ratio (FAR) is used to determine the potential building area for individual commercial, office park and mixed-use parcels (see Table 4.3). If a particular parcel is developed at less than its allocated building area, the remaining un-built area may be transferred to another parcel or parcels. Transfer of building area is permitted between Regional Commercial, General Commercial, Community Commercial and the commercial component of Mixed Use land uses so long as the total commercial building area of 3,520,823 square feet shown in Table 4.1 is not exceeded, except by amendment of the FPASP. Transfer of building area is also permitted between Industrial/Office Park parcels and the office portion of General Commercial parcels so long as the total office building area of 1,678,585 square feet shown in Table 4.1 is not exceeded, except by amendment of the FPASP. Refer to Section 13.3.2 for additional information on the transfer of development rights and commercial, office park and mixed-use building area tracking.

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5 Section Five
Housing Strategies

5.1 INTRODUCTION

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

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

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

[1] City of Folsom Housing Element adopted 14 July 2009

5.2 HOUSING GOALS AND POLICIES

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

HE Goal 18 To provide new housing opportunities for existing and future resident of all income groups.

- ***Policy 18.1*** The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.
- ***Policy 18.4*** The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.
- ***Policy 18.5*** The City shall designate future sites for higher-density housing near transit stops, commercial services, and schools, when feasible.
- ***Policy 18.7*** The City shall support and facilitate the development of second units on single-family designated and zoned parcels.

Policy 18.10 The City shall ensure that its current development impact fee structure does not unnecessarily constrain production of multi-family housing units.

HE Goal 19 To encourage the development of affordable housing.

Policy 19.1 The City shall seek funding from state and federal housing programs and work with for-profit and non-profit developers to make use of those programs for which the developer must be the applicant. The City shall also cooperate with for-profit or no-profit developers of affordable housing and senior housing by offering density bonuses and other local incentives, and lending City support to or local assistance in preparing funding applications and applying for complementary programs that can help reduce land or site development cots for such projects. Such assistance may include, but not be limited to, design review workshops and providing site location assistance.

Policy 19.2 The City shall investigate the feasibility of issuing tax-exempt bonds or mortgage credit certificates to provide low-interest financing for affordable housing.

Policy 19.3 The City shall provide density bonuses of at least 20 percent to home builders proposing to include at least 5 percent very low-income or 10 percent low-income housing in their residential development, and the City shall support and facilitate the use of density bonuses.

Policy 19.4 The City shall continue to implement its plan for the use of redevelopment tax increment funds set-aside for the construction and rehabilitation of housing for low and moderate income households.

Policy 19.5 The City shall ensure that its site plan and design review procedures maintain community design values without adversely impacting affordable housing projects, reducing the density of multi-family projects, or substantially increasing the development costs for affordable housing project.

Policy 19.7 Where appropriate, the City shall use development agreements to assist housing developers in complying with City affordable housing goals.

Policy 19.8 The City shall continue to provide fee deferrals or waivers of City-controlled residential impact fees to developers of affordable housing consistent with the provisions of Chapter 16.60 of the Folsom Municipal Code.

HE Goal 21 To provide a range of housing services for Folsom residents with special needs, including seniors, person with disabilities, singe parents, large families, the homeless, and residents with extremely low incomes.

Policies 21.1 The City shall ensure that locations are available within the City to accommodate any future need for facilities to serve City residents in need of emergency shelter.

Policy 21.2 The City shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.

HE Goal 22 To provide adequate housing and a quality living environment for all Folsom residents regardless of race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

Policy 22.1 The City shall provide information and referrals regarding fair housing complaints.

HE Goal 23 To promote energy conservation

Policy 23.1 The City shall continue to implement state energy-efficient standards.

Policy 23.2 The City shall include energy conservation guidelines as part of the development standards for the specific plan area.

Policy 23.4 The City shall reduce residential cooling needs associated with the urban heat island effect.

Policy 23.5 The City shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.

Policy 23.6 The City shall encourage the increased use of renewable energy.

5.3 HOUSING CONCEPT

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

The lower density multi-family residential sites will provide a transition in mass and scale from the mixed-use and higher density residential uses to the smaller scale traditional single family neighborhoods. Approximately fifty-five percent of the total 10,210 Plan Area housing units are included in the mixed use and multi-family residential land use categories. Multi-family and mixed use housing will offer a wide range of rental options as well as the opportunity for fee simple and condominium ownership.

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

5.4 STATE HOUSING LAW and the HOUSING ELEMENT

The FPASP complies with state housing law and the City of Folsom Housing Element by providing an adequate supply of residentially zoned land in a range of densities to accommodate the housing needs of all income groups in the city. Moreover, consistent with SB 375, the FPASP locates many of the higher density multi-family sites in close proximity to transit corridors and stops, commercial services, schools and parks to reduce the need for driving and to encourage walking, cycling and transit use. Additionally, the multi-family residential sites in the Plan Area will encourage the development of affordable housing. In all, the FPASP designates approximately 109-acres of land that will be zoned multi-family high density and mixed use that could yield 1,932 units (approximately 19% of the total Plan Area housing units) if developed at the allocated density.

5.5 REGIONAL HOUSING NEEDS PLAN (RHNP)

The state mandated Regional Housing Need Plan (RHNP) allocates to cities and counties within the boundaries of SACOG, their "fair share" of the region's projected housing needs. Each city and county in the RHNP receives a Regional Housing Needs Allocation (RHNA) specifying the number of housing units that it must plan for with a 7.5 year time period. In February 2008, SACOG adopted its final *Plan for Allocation of Regional Housing Needs for January 1, 2006, through June 30, 2013.* The allocation for the City of Folsom, exclusive of the Plan Area, is 3,601 housing units distributed among the following four categories: 1,073 units are to be affordable to very low-income households, 766 units are to be affordable to low income households, 819 units are to be affordable to moderate income households and 952 units are to be affordable to above moderate income households. The RHNA allocation is equivalent to a yearly need of approximately 480 housing units for the seven and a half year period for the City of Folsom, exclusive of the Plan Area. At the time of adoption of the FPASP, the RHNA allocation number for the Plan Area is unknown. In the year 2012, the Plan Area will be included in the next RHNA allocation for the City of Folsom.

5.6 AFFORDABLE HOUSING

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

In many cases, the barrier to providing affordable housing is the lack of affordable housing sites. The FPASP will assist in alleviating this shortage at the local level by providing a range of housing types and pricing that will satisfy the housing needs for all income groups in the City. Consistent with state housing law [government code section 65584 (3) (B) (iii)], the FPASP provides 49.9 acres of high density multi-family residential land with a density range of 20 to 30 du/ac that meets the state minimum default density of 20 units per acre for "suburban jurisdictions" *that shall be deemed appropriate to accommodate housing for lower income households*." Additionally, the FPASP provides 59.1-acres of mixed use whose residential component will be developed at a minimum density of 20 du/ac that also meets the same state definition of land "*appropriate to accommodate the housing needs for lower income households.*" The allocated residential unit count for the multi-family high density residential and mixed use is 1,679 housing units or approximately 16.4% of the total maximum Plan Area housing count of 10,210 units.

5.6.1 City of Folsom Inclusionary Housing Ordinance

In 2002, the City of Folsom passed an inclusionary housing ordinance (FMC 17.104) requiring all development projects consisting of ten or more units to provide ten percent of the units as affordable to very low-income households and five percent of the units as affordable to low-income households. The inclusionary ordinance also allows developers to meet the inclusionary requirements through other means such as a land dedication, off-site construction, conversion of market rate units, and construction of second units. The City's Housing Element concludes that the Inclusionary Housing Ordinance may also act as a constraint to the production of moderate and market rate housing. The Housing Element also states: "To that end, the City will consider other affordable housing strategies to secure a greater number of affordable units

that are economically responsive to the housing market". The FPASP presents an alternative strategy that fulfills the requirements of the Inclusionary Housing Ordinance by providing an adequate number of multi-family high density residential sites that will potentially result in the production of housing units equal to at least 15% of the total Plan Area residential count.

5.6.2 Affordable Housing Strategies

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

- Encourage the City of Folsom to purchase one or more MHD sites from the property owners and then partner with an affordable housing developer to construct affordable housing units in one of the initial phases of the Plan Area buildout.
- Encourage the production of second dwelling units in the SFHD and SF residential zones.
- Encourage the City of Folsom to work closely with affordable housing advocacy groups to promote the affordable housing incentives listed in section 5.6.3.
- The property owners will work closely with the City of Folsom to develop additional affordable housing incentives.
- Encourage permit streamlining and approval processing for affordable housing sites.
- Encourage fee reductions, waivers, and/or deferrals for affordable housing sites.

5.6.3 Affordable Housing Incentives

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

City of Folsom Housing Programs

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

Community Development Block Grants (CDBG). The City of Folsom participates in the Sacramento County Community Development Block Grant program instead of competing for funds through the State of California DBG Small Cities Program. The City receives approximately $200,000 yearly for CBDG eligible projects including infrastructure improvements. These funds may only be used in conjunction with development that benefits low income households.

First Time Homebuyer Down Payment Assistance Program: In 2006, the City of Folsom established the First-Time Homebuyer Down Payment Assistance Program to assist low-income residents to purchase their first homes. The program provides low-interest loans at a fixed rate of 3 percent to qualifying low-income homebuyers to cover the down payment or non-recurring costs. The City funds the program with Redevelopment Agency set-aside funds.

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

Sacramento County Housing Programs

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

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

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

State & Federal Programs

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

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

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

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

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

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

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

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

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

5.7 RESIDENTIAL SITES INVENTORY

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

5.7.1 Multi-Family High Density Residential

Five sites totaling 49.9-acres are planned for multi-family high density residential use on the FPASP Land Use Diagram (refer to Figure 4.1). The MHD sites are strategically located within walking distance of transit corridors, commercial and employment centers, schools and parks in order to increase transit use, promote walking, decrease automobile trips and reduce greenhouse gas emissions. Developed at a density of 25 DU/Ac (the allocated density), these sites can provide 1,249 units of rental and/or for-sale housing (12% of the total target-dwelling units shown in Table 4.1). All MHD sites qualify as potential affordable housing locations for very low and low income households because of their minimum density of 20 Du/Ac (the state minimum density for suburban jurisdictions) The five MHD sites are described in detail below, summarized in Table 5.1 and shown on Figure 5.1.

Site No. 1: This 17.6-acre flat site, located adjacent to Easton Valley Parkway and open space, can provide 441 units of housing if developed at the allocated density. This site is located within walking distance of the transit corridor, commercial centers, an elementary school and neighborhood and community parks.

Site No. 2: This 5.7 acre site, located adjacent to Street B and the transit corridor can provide 143 units of housing if developed at the allocated density. This is site is conveniently located adjacent to the transit corridor and within walking distance of the community park, elementary school and commercial centers.

Site No. 3: This 10.5-acre site, located adjacent to Scott and White Rock Roads, can provide 263 units of housing if developed at the allocated density. This site is located directly adjacent to a commercial center and within walking distance of the middle/high school, an elementary school and a neighborhood park and open space

Site No. 4: This 6.3-acre site, located adjacent to Street B and the Town Center can provide 158 units of housing if developed at the allocated density. This urban site is conveniently located within walking distance of the town center, transit corridor, and commercial centers.

Site No. 5: This 9.8-acre flat site, located in the southwest corner of the Plan Area can provide 245 units of housing if developed at the allocated density. This site is located within walking distance a commercial center, bus route, elementary school and community and neighborhood parks.

Table 5.1
Inventory of Multi-Family High Density Sites

Land Use	Site Area (Ac.)	Density Range	Allocated Density	Allocated Units
Multi-Family High Density				
Site No. 1 (Parcel 64)	17.6	20 to 30	25	440
Site No. 2 (Parcel 127)	5.7	20 to 30	25	143
Site No. 3 (Parcel 115)	10.5	20 to 30	25	263
Site No. 4 (Parcel 133)	6.3	20 to 30	25	158
Site No. 5 (Parcel 15)	9.8	20 to 30	25	245
Totals	49.9			1,249

5.7.2 Multi-Family Medium Density Residential

Six sites totaling 66.9-acres are delineated multi-family medium density residential use on the FPASP Land Use Diagram (refer to Figure 4.1). The density range for this land use classification is 12 to 20 DU/Ac and the allocated density shown in Table 4.1 is 18.3 DU/Ac. The MMD sites are also located within walking distance of transit corridors, commercial and employment centers, schools and parks in order to increase transit use, promote walking and decrease automobile trips. The Multi-Family Medium Density sites can potentially yield 1,224 units of rental and/or for sale housing (12% of the total target dwelling units shown in Table 4.1). The six MMD sites are described in more detail below, summarized in Table 5.2 and shown on Figure 5.1.

Site No. 6: This 8.8-acre site, located in the southwest corner of the Plan Area, adjacent to Prairie City Road and Street A can provide 161 units of rental and/or for sale housing if developed at a density of 18.3 DU/Ac. This neighborhood center site is conveniently located within walking distance of a community commercial center, transit route, and community park west.

Site No. 7: This 9.5-acre site, located adjacent to Scott Road at the entry to the middle/high school can provide174 units of rental and/or for sale housing if developed at a density of 18.3 DU/Ac. This site is located directly adjacent to the middle/high school and within walking distance of a community commercial center and open space.

Site No. 8: This 7.2-acre site, located adjacent to Scott Road at the entry to the middle/high school can provide 132 units of rental and/or for sale housing if developed at a density of 18.3 DU/Ac. This site is located directly adjacent to the middle/high school and within walking distance of a community commercial center and open space.

Site No. 9: This 6.4 acre site, located at the intersection of Street A and Scott Road can provide 117 additional units of rental and/or for sale housing if developed at a density of 18.3 DU/Ac... This is site is located within walking distance of a community commercial center, an elementary school, a neighborhood park and open space.

Table 5.2
Inventory of Multi-Family Medium Density Sites

Land Use	Site Area (Ac.)	Density Range	Allocated Density	Allocated Units
Multi-Family Medium Density				
Site No. 6 (Parcel 10)	8.8	12 to 20	18.3	161
Site No. 7 (Parcel 145)	9.5	12 to 20	18.3	174
Site No. 8 (Parcel 144)	7.2	12 to 20	18.3	132
Site No. 9 (Parcel 120)	6.4	12 to 20	18.3	117
Site No. 10 (Parcel 44)	12.8	12 to 20	18.3	234
Site No. 11 (Parcel 86)	22.2	12 to 20	18.3	406
Totals	66.9			1,224

Site No. 10: This 12.8-acre site, located immediately west of the regional commercial center, adjacent to Easton Valley Parkway and open space can, provide 234 units of rental and/or for sale housing if developed at a density of 18.3 DU/Ac. This site is located within walking distance of the transit corridor, the regional commercial center, employment centers, a neighborhood park and open space.

Site No. 11: This 22.2 acre site, located directly adjacent to the Sacramento/Placerville Transportation Corridor can provide 406 units of rental and/or for sale housing if developed at the target density of 18.3 Du/Ac. The site is located within walking distance of transit, an elementary school, neighborhood park, open space, commercial centers and employment opportunities.

5.7.3 Multi-Family Low Density Residential

Twenty-three sites totaling 268.5-acres are designated for multi-family low density residential development on the FPASP Land Use Diagram (refer to Figure 4.1) The density range for this land use classification is 7 to 12 DU/Ac and the allocated density shown in Table 5.3 is 9.07 DU/Ac. The MLD sites are envisioned as transition densities that smooth the visual shift from single family detached housing to high density multi-family residential uses. If developed at the allocated density of 9.07 DU/Ac, these sites can provide 2,435 housing units (23.8% of the total Plan Area housing units) of moderately priced rental and/or for-sale housing. A summary of the twenty-three sites is included in Table 5.3 and shown on Figure 5.1.

Table 5.3
Inventory of Multi-Family Low Density Sites

Land Use	Site Area (Ac.)	Density Range	Allocated Density	Allocated Units
Multi-Family Low Density				
Site No. 12 (Parcel 183)	27.9	7 to 12	9.07	253
Site No. 13 (Parcels 89, 105)	17.8	7 to 12	9.07	161
Site No. 14 (Parcel 106)	7.1	7 to 12	9.07	64
Site No. 15 (Parcels 109, 162)	15.2	7 to 12	9.07	138
Site No. 16 (Parcel 110)	5.3	7 to 12	9.07	48
Site No. 17 (Parcel 123)	17.3	7 to 12	9.07	157
Site No. 18 (Parcel 126)	8.3	7 to 12	9.07	75
Site No. 19 (Parcel 130)	11.7	7 to 12	9.07	106
Site No. 20 (Parcel 129)	7.6	7 to 12	9.07	69
Site No. 21 (Parcel 59)	13.9	7 to 12	9.07	126
Site No. 22 (Parcel 56)	8.9	7 to 12	9.07	81
Site No. 23 (Parcel 132)	6.4	7 to 12	9.07	58
Site No. 24 (Parcel 136)	10.8	7 to 12	9.07	98
Site No. 25 (Parcel 135)	7.8	7 to 12	9.07	71
Site No. 26 (Parcel 147)	10.7	7 to 12	9.07	97
Site No. 27 (Parcel 142)	4.9	7 to 12	9.07	44
Site No. 28 (Parcel 143)	7.5	7 to 12	9.07	68
Site No. 29 (Parcel 119)	9.6	7 to 12	9.07	87
Site No. 30 (Parcel 114))	7.8	7 to 12	9.07	71
Site No. 31 (Parcel 191)	13.1	7 to 12	9.07	119
Site No. 32 (Parcel 149)	24.7	7 to 12	9.07	224
Site No. 33 (Parcel 12)	13.6	7 to 12	9.07	123
Site No. 34 (Parcel 49)	10.6	7 to 12	9.07	96
Totals	268.5			2,435

5.7.4 Mixed Use

Eight sites totaling 59.1 acres are designated Mixed Use on the FPASP Land Use Diagram (refer to Figure 4.1). The Mixed Use zones are envisioned as either vertical or horizontal mixes of commercial, office, civic and residential uses that do not draw definitive boundaries for each use. The intent of this land use is to encourage innovative design without the boundaries of traditional single-use zoning. The Mixed-Use designation allows for a maximum residential density of 30 units per gross acre in order to meet the state minimum density requirement of 20 Du/Ac to qualify as potential affordable housing sites for very low and low income households.

For determining allocated dwelling units, Table 4.1 assumes that all Mixed Use sites will be developed with a mix of residential and commercial uses and the minimum residential density will average 20 Du/Ac. It is possible however, that a Mixed Use site could be developed with one or more high-density residential building in combination with individual commercial buildings on a single Mixed Use site. In such cases, the residential building could achieve densities greater than 20 Du/Ac. However, for determining the number of potential housing units, all Mixed Use sites will be calculated as depicted in Table 5.4. The Mixed Use sites can yield 681 units of rental and/or for sale housing (6.7% of the total target dwelling units shown in Table 4.1). The Mixed Use sites are shown on Figure 5.1.

Table 5.4
Inventory of Mixed Use Sites

Land Use	Site Area (Ac.)	Density Range	Allocated Density	Allocated Units
Mixed Use				
Site No. 35 (Parcel 46)	1.1	9 to 30	11.5	13
Site No. 36 (Parcel 48)	1.8	9 to 30	11.5	21
Site No. 37 (Parcel 45)	14.5	9 to 30	11.5	167
Site No. 38 (Parcel 42)	7.9	9 to 30	11.5	91
Site No. 39 (Parcel 54)	14.1	9 to 30	11.5	162
Site No. 40 (Parcel 134)	7.9	9 to 30	11.5	91
Site No. 41 (Parcel 128)	6.5	9 to 30	11.5	75
Site No. 42 (Parcel 124)	5.3	9 to 30	11.5	61
Totals	59.1			681

5.7.5 Single Family High Density and Single Family

The single family high density land use designation comprises approximately 29 percent of the total housing units in the Plan Area. The density range for this residential land use is 4 to 7 Du/Ac and the allocated density is 5.5 Du/Ac. which yields 2,933 housing units as shown in Table 5.5. Single family high density neighborhoods provide a range of reasonably priced small-lot detached and semi-attached housing choices.

Single family neighborhoods comprise approximately 16 percent of the total housing units in the Plan Area. The density range for this residential land use is 1 to 4 Du/Ac and the allocated density is 3.0 Du/Ac. which yields 1,687 housing units as shown in Table 5.6. Single family neighborhoods provide the largest lot detached housing choices in the Plan Area and allow for executive-type housing as well as conventional sized single family lots. Single family neighborhoods are located primarily on steeper topography adjacent to open space areas. All single family and single family high density housing sites are shown on Figure 5.1.

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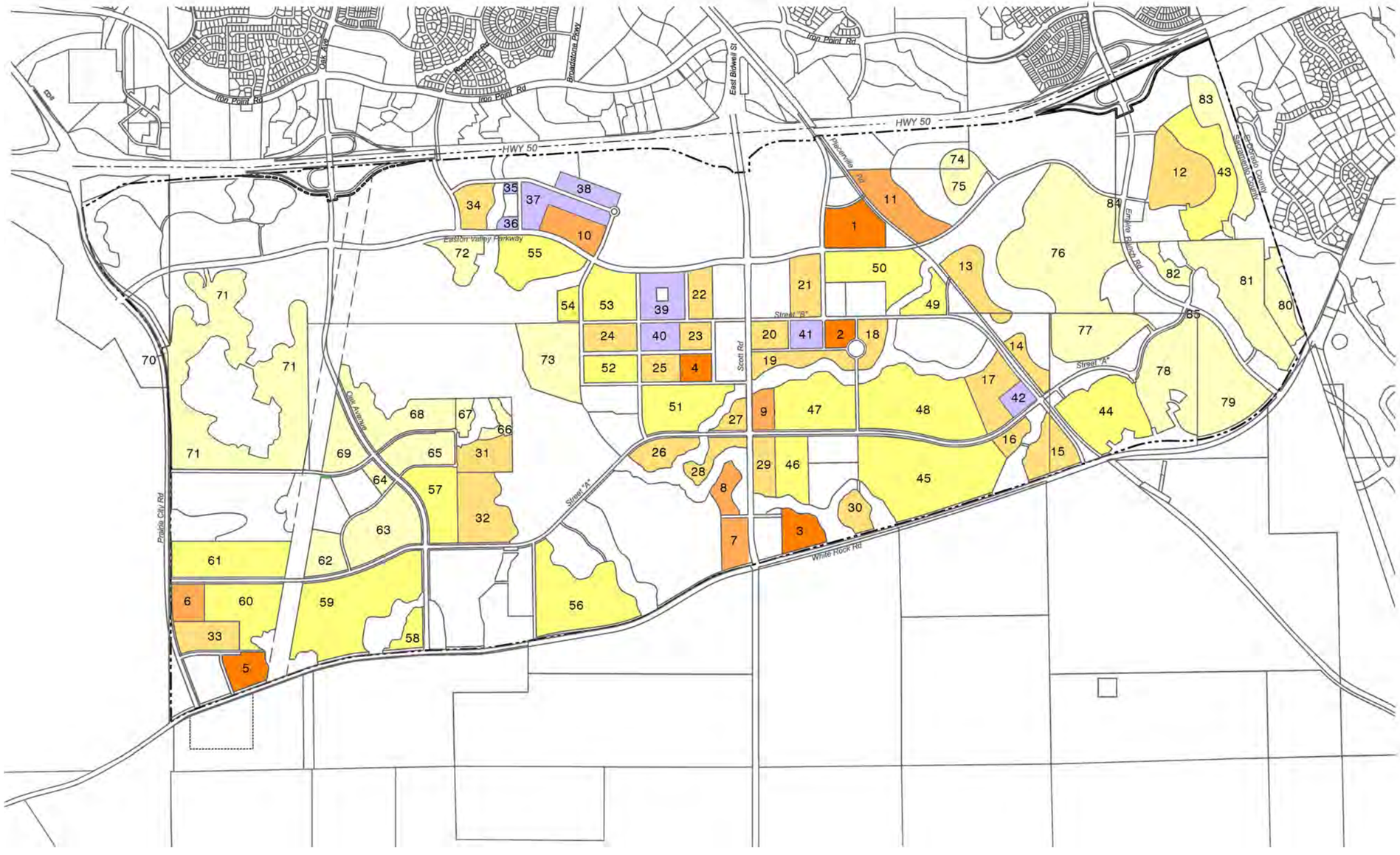
Section 5

HOUSING STRATEGIES



MHD	Multi-Family High Density 20-30 du/acre
MMD	Multi-Family Medium Density 12-20 du/acre
MLD	Multi-Family Low Density 7-12 du/acre
MU	Mixed Use 9-30 du/acre
SFHD	Single Family High Density 4-7 du/acre
SF	Single Family 1-4 du/acre

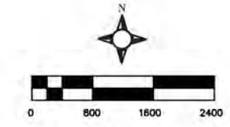


Figure 5.1
Inventory of Housing Sites

6 Section Six
Town Center/Entertainment District

6.1 TOWN CENTER

Prepared By Jeffery DeMure + Associates

6.1.1 INTRODUCTION

The Plan Area Town Center is located south of Easton Valley Parkway and west of Scott Road near a proposed Entertainment District and directly across from the regional commercial center, providing an opportunity for a strong relationship between the regional commercial center, Town Center, and Entertainment District.

The intent of the Town Center design guidelines is to create a palette of design elements for the use of all builders, architects, landscape architects, engineers, and other design professionals engaged to develop the Plan Area Town Center. The guidelines address the design criteria inherent to the Town Center and cover the most critical features such as massing, scale, proportion, landscaping, and vehicular and pedestrian circulation. The guidelines are written to inspire innovative and creative architectural design by describing and articulating the treatment of edges, important corners, and public spaces.

6.1.2 GUIDING PRINCIPLES

The following guiding principles provide the overarching vision for the Plan Area Town Center:

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

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

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

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

Wayfinding speaks to the ability to effectively direct pedestrians and automobiles to the Town Center as a destination and to destinations within the Town Center.

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

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

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

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

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

The Town Center, as a vibrant mixed-use core of the Plan Area, offers an opportunity for residential, live / work, retail, restaurants, and civic uses to comingle and create an urban village activated by 24-hour residents. Town Center residents will be able to operate a business out of their live / work residence, walk to the village coffee shop, café, and retail stores, and then wander to the town square for a farmers market, festival, or concert in the park. The Town Center is envisioned to include residential uses that provide opportunities to operate a professional office or home-based business should they choose to do so consistent with FMC Chapter 17.61, Home Occupations. Professional office uses that are consistent with residential character including, but not limited to accounting, architecture, engineering, or real estate, insurance or other similar uses are appropriate for the live/work areas of the Town Center. Food uses and those that emit noise or odor are not appropriate for the live / work portion of the Town Center.

The municipal services center is an opportunity to create a landmark building for the Plan Area and all of Folsom. As the terminus of "Main Street," this building should make a distinctive architectural statement. The building is encouraged to be designed with a vertical tower element and visual permeability to continue the axial through-view from "Main Street" through glass or separating the building into two sections with a connecting bridge element at the second level.

Consistent signage throughout the Plan Area is important to establish a sense of place and order. The Town Center signage program should be a part of the overall Plan Area signage strategy, while also defining the Town Center as a distinct district within the community. Town Center signage should reflect the overall theme and preserve the integrity of the architecture. Signage should provide information and promotion of the shops and tenants within, without distracting from the architecture of the buildings themselves. Neon signage is only appropriate when designed to be an artistic expression consistent with the overall signage program. The form, size, and fonts used in the Town Center signage program should vary slightly to maintain the chronological character. Pedestrian-scale monument signage is also encouraged to guide visitors from one point to another throughout Town Center.

6.1.3 Town Center Uses

Land uses that contribute to a vibrant mix of public, commercial and residential use and activity are allowed and encouraged in the Town Center. The following is a partial listing of the uses and activities that are encouraged and permitted in the Town Center. Refer to Table A.8 – Mixed Use Permitted Uses & Permit Requirements for a complete listing of the allowed uses in the Mixed Use Town Center Overlay Combining Zone.

Permitted Uses:

Ground Floor

Main Street Retail and Services

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

Main Street Eating and Drinking Establishments

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

Upper Level(s) Permitted Uses

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

Prohibited Uses

- Gun shop
- Funeral home
- Motor vehicle rental
- Motor vehicle sales
- Motor vehicle repair
- Pawn shop
- Adult entertainment
- Rest home, group care facility

6.1.4 Town Center Key Urban Elements

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

Primary Elevations

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

Secondary Elevations

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

Significant Corners

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

Gateways

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

Pedestrian Vias

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

6.1.5 Architectural Vocabulary (Defining the Town Center's Distinctive Character)

Architecture Layer

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

- Breakup horizontal building massing to create a sense of sequential construction (as if the project has been built over time, rather than all at once).
- Articulate vertical massing by creating a pedestrian scaled groundfloor storefront building base, and distinct middle, and top levels.
- Rooflines and pitches shall be varied to create an aesthetically pleasing skyline effect.

Shadow Layer

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

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

Color Layer

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

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

minimum 35 point difference in LRV from the primary body color.

- Accent colors shall be at least a 20 point difference in LRV from the trim color.

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

Architectural Detail Layer

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

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

Storefront Layer

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

- Individual storefronts should express the unique brand and character of the tenant to enhance the "Main Street" experience of the FPASP Town Center.
- Varied window patterns, door styles, and awnings are encouraged to reinforce the chronological character of the Town Center

Pedestrian Layer

The Pedestrian Layer speaks to the experience of strolling through Town Center.

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

Landscape Layer

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

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

6.1.6 Town Center Storefront Guidelines

Character

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

Entries and Doors

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

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

Materials

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

Allowed Materials:

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

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

Prohibited Materials:

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

Building Lighting

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

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

Awnings

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

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

6.1.7 Town Center Streetscape Elements

Street Paving and Sidewalks

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

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

A unified street paving and sidewalk plan shall be included with any Town Center project submitted to the city for Design Review approval (refer to Section 13.2.4 – Subsequent City of Folsom Approvals and Entitlements for additional information on Design Review).

Streetscape Lighting

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

A comprehensive streetscape lighting plan shall be included with any Town Center project submitted to the city for Design Review approval (refer to Section 13.2.4 – Subsequent City of Folsom Approvals and Entitlements for additional information on Design Review).

Street Furniture

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

Street furniture elements include, but are not limited to:

- Bicycle racks and bollards
- Phone booths
- Utility accessories and newspaper racks
- Tree grates, pots and planters
- Trash receptacles

Fountains

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

Where fountains are utilized, they shall be a central focal and gathering element of the Town Center and

shall not appear as an afterthought, but rather as a significant design consideration. Fountains and water features are excellent opportunities to engage an artist in the development of the concept and creation of an art piece that is dynamic, engaging and thought provoking.

Public Art

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

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

Kiosks

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

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

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

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

Landscaping

Landscaping in the Town Center shall include street trees, potted plants, and planters. Landscaping is critical, as it adds life, vibrancy, and movement to the streetscape and begins to distinguish the urban forest of the Town Center. Key Landscape Layer elements include:

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

6.1.8 Town Center Site Design

Open Spaces and Plazas

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

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

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

Edge Treatments

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

Parking Guidelines

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

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

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

6.2 ENTERTAINMENT DISTRICT

6.2.1 INTRODUCTION

The Plan Area Entertainment District is located north of Easton Valley Parkway and west of Scott Road adjacent to the regional commercial center and near the Town Center, providing an opportunity for a strong relationship between the regional commercial center, Town Center, and Entertainment District.

The intent of the Entertainment District design guidelines is to create a palette of design elements for the use of all builders, architects, landscape architects, engineers, and other design professionals engaged to develop the FPASP Entertainment District. The guidelines address the design criteria inherent to the Entertainment District and cover the most critical features such as massing, scale, proportion, landscaping, and vehicular and pedestrian circulation. The guidelines are written to inspire innovative and creative architectural design by describing and articulating the treatment of edges, important corners, and public spaces.

6.2.2 Entertainment District Mix of Uses

The Entertainment District is envisioned to offer a mix of entertainment, dining, retail, personal services, and lifestyle components to create a synergistic leisure destination with an intrinsically appealing blend of local, regional, and national merchandisers. The uses allowed and prohibited in the Town Center (refer to Section 6.1.1) are applicable to the Entertainment District; however, the Entertainment District is encouraged to provide a greater concentration of high intensity, vibrant uses to activate the streetscape and provide a sense of excitement. Refer to Table A.8 – Mixed Use Permitted Uses & Permit Requirements for a complete listing of allowed uses in the Mixed Use Entertainment District Overlay Combining Zone.

Preferred Entertainment District uses include:

- Specialty lifestyle retailers specializing in a particular type of consumer rather than a particular type of product.
- Destinations or retailers specializing in simultaneously entertaining and educating consumers.
- Restaurants offering a combination of entertainment and dining.
- Traditional entertainment destinations such as cinemas, live-performance theaters, dinner theaters, and music venues.
- Indoor entertainment destinations, such as arcades, or virtual reality amusement parks.
- Traditional family-style and “white tablecloth” fine dining restaurants.
- Hotels and conference centers.
- Nightlife destinations, such as night clubs, comedy clubs, or concert venues.

6.2.3 Entertainment District Key Urban Elements

The Entertainment District will be distinguished by key urban elements that will be noticed, often subconsciously, by those experiencing the Entertainment District. These elements include primary elevations, which are those elevations oriented toward major pedestrian thoroughfares; secondary elevations, which are those elevations oriented toward major vehicular thoroughfares; significant corners, which should exemplify distinctive architectural elements; gateways, which signify entry or passage from one use to another; and pedestrian Vias, which are walkways between uses within the Entertainment District and to surrounding areas.

Primary Elevations

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

Secondary Elevations

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

Glass utilized on rear elevations must be transparent and functional (i.e. as a merchandise display window or storefront). Two-sided buildings with two points of entry addressing adjacent streets, Vias, and/or parking fields are encouraged.

Significant Corners

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

Gateways

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

Pedestrian Vias

Pedestrian Vias serve as safe passages and thresholds between areas within the Entertainment District. To create a permeable and inviting atmosphere, the retail shops and restaurants adjacent to pedestrian Vias should open to the Via with storefronts, glass, or seating for al fresco dining. Vias should exhibit enhanced paving, lighting, and landscaping to invite pedestrians to linger and enjoy the experience, rather than rushing through to their destination. To promote wayfinding, each

Via should have a distinct name and display directional signage to serve as a "welcome mat" to the Entertainment District experience.

Bicycle and Pedestrian Trailheads

The FPASP embraces the City of Folsom's trademark vision of "Distinctive by Nature" as well as its strong commitment to cycling and walking. The FPASP's comprehensive network of bikeways, sidewalks and trails will appeal to Plan Area residents and other city dwellers too. The Entertainment District offers an opportunity to be both starting point and final destination for cycling adventures and peaceful walks through the significant open space amenity in the FPASP. The major trailhead located at the west end of the Entertainment District is a key placemaking component of the Entertainment District. This trailhead should offer wayfinding signage, significant landscaping, bicycle parking and street furniture to invite cyclists and pedestrians to pause on their journey, whether heading into the open space, or to the Entertainment District.

Interface with the Regional Commercial Center

The interface between the Regional Commercial Center and the Entertainment District should be permeable from both a pedestrian and automobile perspective. Although the Entertainment District and Regional Commercial Center should be individual and distinctive statements, there should be a smooth and complementary transition between the architecture, landscape, and hardscape of the two areas.

The developer / builder of the Entertainment District as well as the developer / builder of the Regional Commercial Center shall provide an edge treatment design addressing the importance of the interface between these two critical zones within the FPASP.

6.2.4 Entertainment District Streetscape Elements

Street Paving and Sidewalks

Street and sidewalk paving can serve as a wayfinding and placemaking element within the Entertainment District. Distinctive paving patterns and colors provide a sense of arrival to the Entertainment District and contribute to the pedestrian experience. Stamped and colored paving at crosswalks alerts and slows the automobile and contributes to the safety of the pedestrian.

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

A unified street paving and sidewalk plan shall be included with any Entertainment District project submitted to the city for Design Review approval (refer to Section 13.2.4 – Subsequent City of Folsom Approvals and Entitlements for additional information on Design Review)

Landscaping

Landscaping in the Entertainment District includes street trees, potted plants, and planters. Landscaping is critical, as it adds life, vibrancy, summer shade and movement to the streetscape and begins to distinguish the urban forest of the Entertainment District. Key Landscape Layer elements include:

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

Streetscape Lighting

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

A comprehensive streetscape lighting plan shall be included with any Town Center project submitted to the city for Design Review approval (refer to Section 13.2.4 – Subsequent City of Folsom Approvals and Entitlements for additional information on Design Review).

Street Furniture

An eclectic street furniture palette adds to the vibrant, pedestrian-friendly nature of the Entertainment District. Street furniture should be cohesive and distinctive and each street furniture element should complement the rest in material, color, design,

and scale. *A street furniture plan shall be included with any Town Center project submitted to the city for Design Review approval (refer to Section 13.2.4 – Subsequent City of Folsom Approvals and Entitlements for additional information on Design Review).*

Street furniture elements include, but are not limited to:

- Bicycle racks and bollards
- Phone booths
- Utility accessories and newspaper racks
- Tree grates, pots and planters
- Trash receptacles

Fountains

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

Where fountains are utilized, they shall be a central focal and gathering element of the Entertainment District and shall not appear as an afterthought, but rather as a significant design consideration. Fountains and water features are excellent opportunities to engage an artist in the development of the concept and creation of an art piece that is dynamic, engaging and thought provoking.

Public Art

Public art can be a cohesive organizing element when executed in a meaningful way. *The public art at the Entertainment District shall be presented in a comprehensive public art program that has been reviewed by the city related to the City Council approved "Guidelines Regarding Permanent Artwork in Public Places".* The public art should be significant in one or more of the following aspects:

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

Kiosks

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

When used, kiosks shall be designed as individual distinctive freestanding buildings and shall be complementary to the architecture

of the Entertainment District. Each kiosk shall have its own unique characteristics to delineate it from others and allow its use as a landmark in assisting pedestrian travel throughout the Entertainment District.

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

Special consideration should be given to allow the introduction of temporary kiosks and stands (i.e. coffee carts or hot dog stands) within the Entertainment District. The city should be encouraged to issue temporary use permits (TUP) to Vendors so that they have the flexibility to set up for special events or to serve a need that is mobile in nature.

6.2.5 Entertainment District Site Design

Open Spaces and Plazas

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

- Patio/seating areas
- Pedestrian plaza with benches
- Landscaped open space area
- Public art plaza
- Kiosk area
- Water feature
- Raised planter area with seat walls
- Interactive game area (i.e. large chess pieces, game tables)
- Wayfinding signage
- Interpretive signage
- History of Folsom (or surrounding area) plaque, display, or monument

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

Edge Treatments

Edge areas are opportunities to create thresholds and a sense

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

Parking Guidelines

Parking design is critical to the Entertainment District experience. On street angle parking, structured parking, and surface parking fields are all allowable parking solutions. Angle parking encourages use of the Entertainment District as a destination, without the use of a typical parking field. Parking structures must complement the architectural palette of the Entertainment District.

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

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

7 Section Seven Circulation

7.1 INTRODUCTION

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

Regional Connections

The northern boundary of the Plan Area is directly adjacent to U.S. Highway 50 and access to the Highway is currently provided by the Prairie City Road and the East Bidwell/Scott Road freeway interchanges. Two additional Highway 50 interchanges are proposed in the City of Folsom General Plan and the FPASP: Oak Avenue and Empire Ranch Road (refer to Figure 7.1 – Conceptual Circulation Diagram). White Rock Road is currently a rural collector road located at the southern boundary of the Plan Area that provides major east/west connectivity between the unincorporated portions of Sacramento County and the communities of El Dorado Hills, Folsom, Rancho Cordova and Elk Grove. Sacramento County is proposing to widen White Rock Road to a four lane arterial as part of their White Rock Road General Plan Amendment and Widening, Improvement and Safety Project (Phase A, B & C). Additionally, The Capital Southeast Connector JPA is proposing a future upgrade of White Rock Road to a regional expressway. Additional Plan Area roads that provide north/south regional connectivity include the existing Prairie City and Scott Roads and the proposed Oak Avenue and Empire Ranch Road. These roads also play an important role in regional travel by offering north/south linkages between Highway 50 and White Rock Road. Refer to Subsections 7.3.2 and 7.4 for a complete description of Highway 50 access and Plan Area signature corridors.

Complete Streets

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

Signature Corridors

Signature corridors are Plan Area roads that are designed to accommodate multiple transportation modes while creating a cohesive design vision along the entire length of the roadway segment by including streetscape elements, gateways, entries, and landscaping in the road design. The eight Plan Area signature corridors will help create a sense of place for individual neighborhoods as well as the overall community. The Plan Area signature corridors are described in Subsection 7.4 – Signature Corridors. The specific design of streetscape elements, including tree and shrub plantings, is addressed in the FPASP Community Design Guidelines.

Public Transit and Transit Oriented Development (TOD) Opportunities

Recent California legislation to reduce greenhouse gas emissions (**AB 32 and SB 375**) may result in increased market demand for public transit and housing located closer to service needs and employment centers. Additionally, aging demographics and the increased cost of housing may result in greater market demand for higher density housing types. To respond to these changes, and to meet the needs of future residents in the community, the FPASP includes a regional transit corridor that will provide a public transit link between all of the major commercial, public and multi-family residential land uses in the Plan Area and off-site employment centers in the remainder of the City and regional destinations beyond the Plan Area as well. The transit corridor will allow public transit connections with the existing Hazel and Iron Point light rail stations, the existing Folsom Stage Line bus routes and the El Dorado Transit commuter bus routes. Further discussion of the transit circulation system and other public transit facilities is described in Subsection 7.8 – Public Transit and in the FPASP Transit Master Plan.

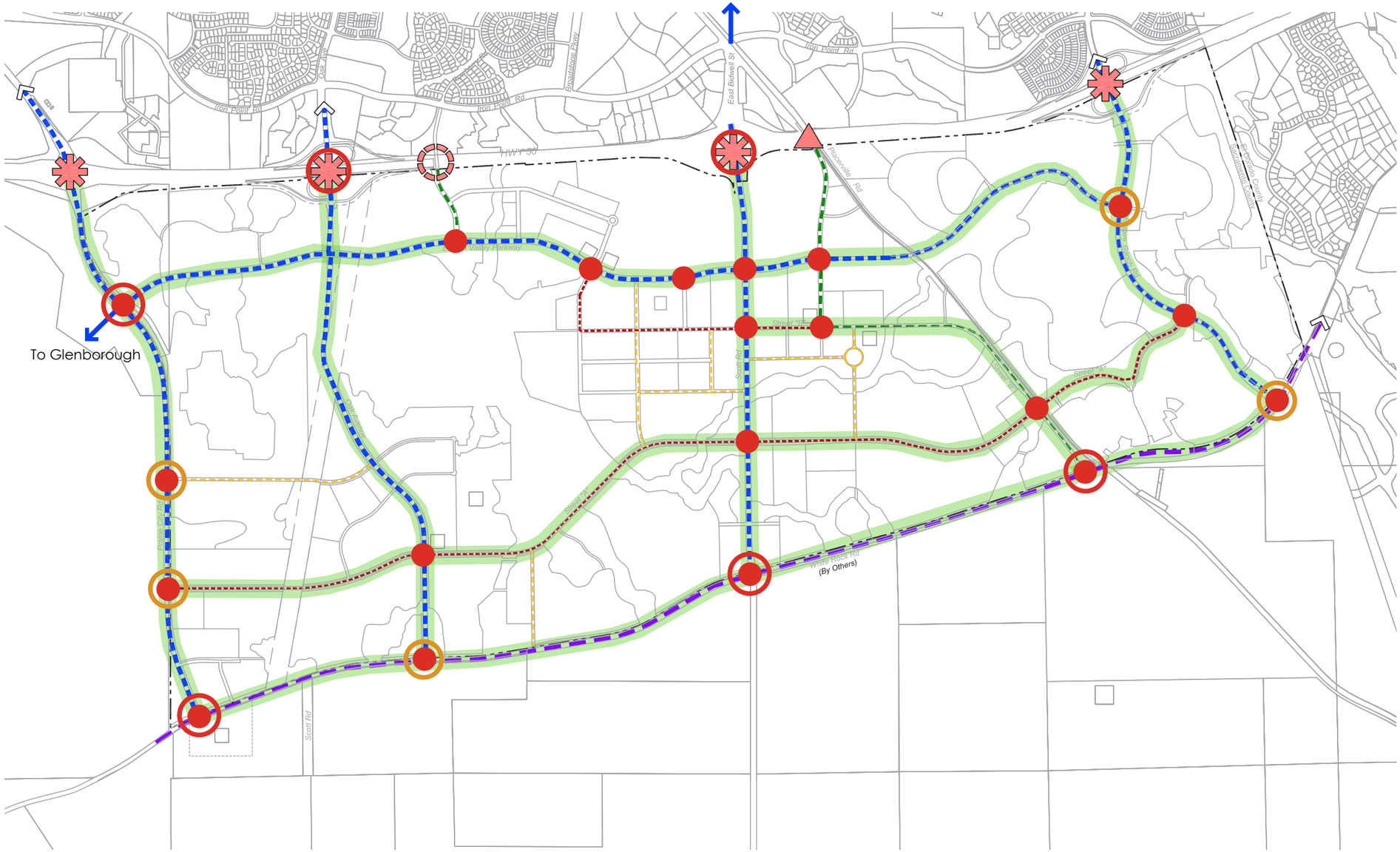
Pedestrian and Bikeway Connections

The FPASP circulation system also includes provisions for non-motorized modes of transportation, including bicycle and pedestrian travel. A comprehensive network of Class I bike paths, Class II bike lanes, along with a system of sidewalks and trails, is woven throughout the Plan Area and integrated into the community-wide open space and street system, linking the residential neighborhoods to the commercial and activity centers in the community. Pedestrian and bicycle facilities in the Plan Area are further described in Subsection 7.9– Sidewalk, Trail and Bikeway Network.

7.2 Plan Area Circulation Concept

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

In addition to north/south unifying connections, the FPASP also provides east/west signature corridors that offer parallel travel alternatives to Highway 50. Instead of funneling Plan Area traffic onto an



Section 7

CIRCULATION PLAN

- Signature Corridors
- Expressway
- Major Arterial
- Minor Arterial
- Collector
- Minor Collector
- Highway Overcrossing (No Highway 50 Acess)
- Highway 50 Interchange
- Highway 50 Undercrossing
- Traffic Signal Improvements
- Major (Community) Entry Gateway
- Minor (Neighborhood) Entry Gateway

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Figure 7.1 Circulation Plan

already congested Highway 50, the FPASP circulation plan offers alternative routes including Easton Valley Parkway, Street 'A' and White Rock Road.▪

Central to the planning principle of transportation options is the inclusion of a public transit component: the FPASP includes a regional transit corridor throughout the entire extent of the Plan Area from the southeast corner, at Placerville and White Rock Roads, to the northwestern corner at Easton Valley Parkway and Prairie City Road. The transit corridor will ensure that regional and local public transit options will be provided regardless of the future choice of mode.

The FPASP land use plan is characterized by three distinct districts including: the central district, the area between Highway 50, White Rock Road, the eastern edge of the oak woodlands, and the Sacramento-Placerville Transportation corridor; the eastern hillsides, the area east of Old Placerville Road to the county line; and the western district, the area west of the oak woodlands to Prairie City Road.

The central district houses the majority of the commercial and higher density residential land uses. The major east/west signature corridors of Scott Road and Easton Valley Parkway, further divide the central district into four quadrants, each of which is organized around an orthogonal grid of collector and local streets that calm traffic, promote connectivity, and facilitate pedestrian and bicycle travel. The regional transit corridor runs through the heart of the central district and is within easy walking distance of the major land uses. The design of individual parcels in this district will continue the orthogonal street and block theme.

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

7.2.1 Circulation Objectives and Policies

The FPASP incorporates a number of objectives and policies intended to guide the development of the circulation framework. General objectives and policies related to circulation are provided below. Other objectives and policies on circulation are provided under the respective circulation subsections.

Circulation Objectives

Circulation Objective 7.1

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

Circulation Objective 7.2

Provide parallel vehicular capacity to Highway 50.

Circulation Objective 7.3

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

Circulation Objective 7.4

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

Circulation Policies

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

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

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

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

7.3 ROADWAY CLASSIFICATIONS

Folsom General Plan policy 17.2 establishes a hierarchy of roads for the City including freeways or limited access highways, expressways, arterial roads, collector roads, local streets and street ends. Each General Plan road category is based on its traffic carrying capacity. The FPASP incorporates General Plan policy 17.2 and AB 1358, the California Complete Streets Act of 2008, as a basis for its circulation system design. Except for private roadways, all streets described in this section are public roadways and are dedicated to and maintained by the City of Folsom. Table 7.1 summarizes the various Plan Area classifications and subsections 7.3.2 through 7.3.6 provide a detailed description of each individual street classification. Figure 7.1 – Conceptual Circulation Diagram depicts the proposed circulation plan for the Plan Area.

7.3.1 Roadway Classification Objectives and Policies

Roadway Classification Objectives

Objective 7.6

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

Table 7.1
Street Classifications

Classification	*Street Name*	*Section Reference*
Expressway	White Rock Road (Capital Southeast Connector)	Section E
Major Arterial	Scott Road *(Highway 50 to Street B)*	Section I
6 Lanes (Divided)	Prairie City Road *(Highway 50 to Easton Valley Parkway)*	Section F
	Empire Ranch Road *(Highway 50 to Easton Valley Parkway)*	Section M
4 Lanes (Divided)	Easton Valley Parkway *(Prairie City Road to New Placerville Road)*	Sections A & B *(Future 6 Lanes)*
	Empire Ranch Road *(Easton Valley Road to White Rock Road)*	Section N
	Scott Road *(Street B to White Rock Road)*	Section J
	Oak Avenue *(Highway 50 to White Rock Road)*	Section H
	Prairie City Road *(Easton Valley Parkway to White Rock Road)*	Section G
	Rowberry Drive *(Easton Valley Parkway to Highway 50)*	Section O
	New Placerville Road *(Easton Valley Parkway north to 1st Intersection then minor collector to Hwy 50)*	Section P
Collector	Easton Valley Parkway *(New Placerville Road to Empire Ranch Road)*	Section C
2 Lanes (Divided)	Street A *(Prairie City Road to Empire Ranch Road)*	Section D
	Street B	Section K *(Future 4 Lane Arterial)*
	Old Placerville Road *(Street B to White Rock Road)*	*Section L (Future 4 Lane Arterial)*
	Entry/Gateway Residential Road	Section U
	New Placerville Road *(Easton Valley Parkway to Street B)*	Section Q
Minor Collector	Urban Street - Angle Parking	Section R
	Urban Street - Parallel Parking	Section S
Local Street	Local Street-Separated Sidewalk	Section V
	Local Street-Attached Sidewalk	Section W
	Hillside Local Street - Single Loaded	Section X
	Urban Alley	Section T
	Residential Alley	Section Y

Objective # 7.7

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

Objective # 7.8

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

Roadway Classification Policies

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

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

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

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

7.3.2 Freeways (Highway 50)

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

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

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

as gateways to the city and as visual introductions to the Plan Area.

Additional crossings that do not provide direct access to Highway 50 include the current Placerville Road undercrossing that passes beneath Highway 50 via an existing 2-lane underpass and the proposed Rowberry Drive overpass. Due to its existing narrow width, the Placerville Road underpass will function as a secondary minor collector that will provide only limited access to the Plan Area. The Rowberry Drive overpass will be a major four lane arterial crossing of Highway 50 that will provide additional access to the Plan Area by extending Rowberry Drive south from its current terminus at Iron Point Road.

7.3.3 Expressways

Expressways allow for moderate to high-speed travel within the City. Expressways carry cross-town traffic from other communities or between neighborhoods within the City. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more and only arterial and collector roads shall intersect with an expressway. White Rock Road, and the proposed Capital Southeast Connector, is the only planned expressway in the FPASP (refer to Figure 7.7).

7.3.4 Arterials

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

Major Arterials

Major arterials are the chief circulation routes which connect the Plan Area to Highway 50, White Rock Road and the remainder of the City to the north. Major arterials also provide vital alternative east/west circulation routes to Highway 50. Major Arterials also function as visual entries to the Plan Area and the City overall. Major arterials are divided four or six lane streets with planted medians and landscape corridors, bike lanes and sidewalks on either side of the street and at least one right and one left turn lane at major intersections. Major arterials will carry heavy volumes of traffic through the Plan Area; therefore, on-street parking is prohibited, and access to adjacent land uses is limited to minimize cross traffic conflicts. In addition to being vital components of the regional circulation system, major arterials serve as the primary backbone routes for public transit (refer to Figure 7.28 and the Transit Master Plan). Easton Valley Parkway, Prairie City Road, Empire Ranch Road, Rowberry Drive and Scott Road are Plan Area major arterials (refer to Figures 7.3, 7.4, 7.8, 7.9, 7.10, 7.11, 7.12, 7.15, 7.16, 7.17 and 7.18).

Minor Arterials

Minor arterials are similar to major arterials but carry less traffic, are limited to four lanes and are not divided by a median. Access to adjacent land uses is limited; however, turning lanes are provided for access into neighborhoods and non-residential uses and a median may be provided for turning movements at major intersections.

7.3.5 Collectors

Collector roads serve to route traffic from local streets within a neighborhood to an arterial road. Collector roads are divided or undivided two-lane streets with a planted median or a paved center turn lane with landscape corridors or natural parkways, Class II bike lanes and sidewalks on either side of the street. Parking is prohibited on collector streets. Plan Area collector roads include Easton Valley Parkway from New Placerville Road to Empire Ranch Road, Street A, a portion of Street "B" and Old Placerville Road (refer to Figures 7.1, 7.5, 7.6, 7.13, 7.14, 7.19 and 7.23). Public transit routes are provided on some collector streets (refer to Figure 7.28 and the FPASP Transit Master Plan).

Minor Collectors

Minor Collector streets carry lower volume of traffic than collectors and their right-of-way widths are therefore narrower. The minor collector street section consists of two undivided travel lanes with attached or separated sidewalks on both sides of the street. Urban minor collectors allow diagonal or parallel parking on both sides of the street (refer to Figures 7.1, 7.20 and 7.21).

7.3.6 Local Streets

Local streets serve a portion of a neighborhood only and route traffic to a collector or minor collector street. Local streets form the internal circulation system for residential neighborhood or commercial centers, have the capacity for light, localized traffic and are not intended to function as thoroughfares. The local street section consists of two undivided travel lanes and attached or separated sidewalks on either side of the street. Curb to curb width is 36-feet and parallel parking is allowed on both sides of the street. Cul-de-sac streets are included as an allowed local street in the FPASP subject to the restrictions of the FMC (refer to Figures 7.24 and 7.25).

Hillside Local Streets

The hillside local street is a City of Folsom modified local street where residential development is limited to one side of the street. Hillside local streets are generally located within the eastern portion of the Plan Area; the area east of the Sacramento-Placerville Transportation Corridor to the El Dorado County line. The hillside local street section consists of two travel lanes with an attached sidewalk on the development side of the street only (refer to Figure 7.26). The use of hillside local streets requires Folsom Fire Department approval during the tentative map approval process.

Private Local Streets

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

Alleys

Alleys provide vehicular access to rear loaded garages, loading, parking and service areas in the rear of a lot. Alleys are also encouraged in other areas where vehicular access is limited or constrained. Alleys may be publicly or privately owned; when they are publicly owned, they will be maintained by the City; when they are privately owned they will be maintained by a Homeowners Association (HOA) or by the City through the provisions of a road maintenance agreement (refer to Figures 7.22 and 7.27).

7.3.7 Traffic Calming Techniques

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

Example of a mid-block bulb-out.

Intersection and Mid-block Bulb-outs

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

Special pavement markings delineate this pedestrian crosswalk.

Special Pavement Markings and Textured Paving

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

Roundabouts/Traffic Circles

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

The roundabout above is used to control traffic speeds entering the neighborhood.

7.4 SIGNATURE CORRIDORS

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

7.4.1 Easton Valley Parkway Corridor

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

Easton Valley Parkway is a major divided four-lane arterial street for three-quarters of its length from Prairie City Road to Placerville Road where it changes to a two-lane collector street for the remainder of its course in the eastern uplands. The corridor consists of three distinct design types: the open space section, the urban section and the hillside section. A consistent feature of the first two sections is the 38-foot wide transit corridor that begins at the intersection of Prairie City Road and Easton Valley Parkway and continues east until it reaches New Placerville Road where it turns south toward Street "B". Initially, the transit corridor will consist of a 38-foot wide landscape median; however, at the Plan Area develops, the median width will be reduced to 16-feet and two additional travel lanes will be added to the street section to provide for dedicated transit service along the corridor (refer to subsection 7.8 and the FPASP Transit Master Plan for additional details).

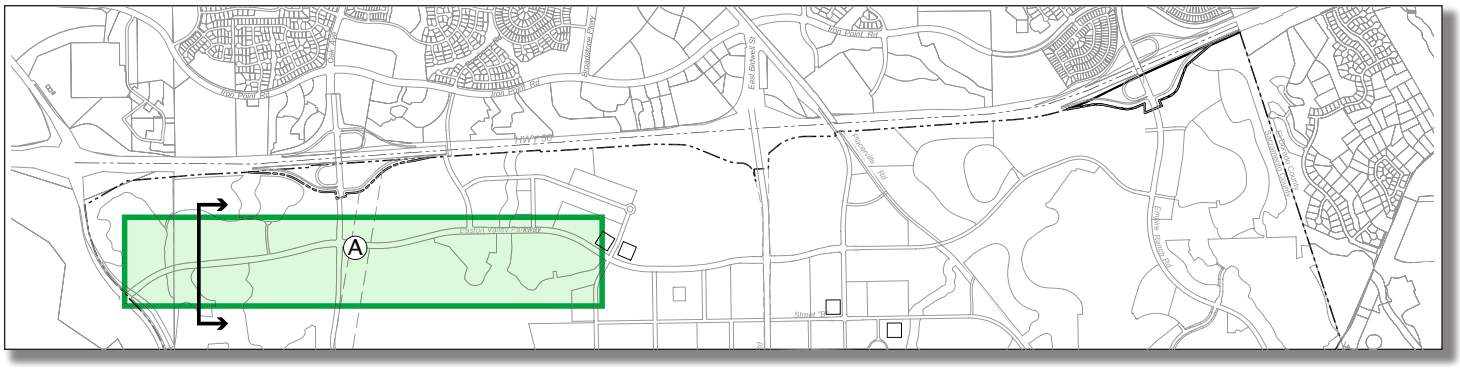
As illustrated in Figure 7.3, the open space section of Easton Valley Parkways consists of four travel lanes, two in each direction, divided by a 38-foot median with left turn lanes and 5-foot wide class II bicycle lanes on both sides of the road. A 6-foot wide meandering sidewalk will be constructed on the south side of the street in the open space preserve and a Class I bike path will be constructed in the open space area on the north side of the street. No sidewalk will be provided on the north side of Easton Valley Parkway from Rowberry Road to Prairie City Road.

The urban section of Easton Valley Parkway, illustrated in Figure 7.4, will consist of the same road section as the open space section except that the adjacent open space preserves and natural parkways will transform into 18 and 30-foot wide landscape corridors. Additionally, the sidewalk width in the urban section will increase to 8-feet and be separated from the street by formally planted street trees located in 10-foot wide planting strips.

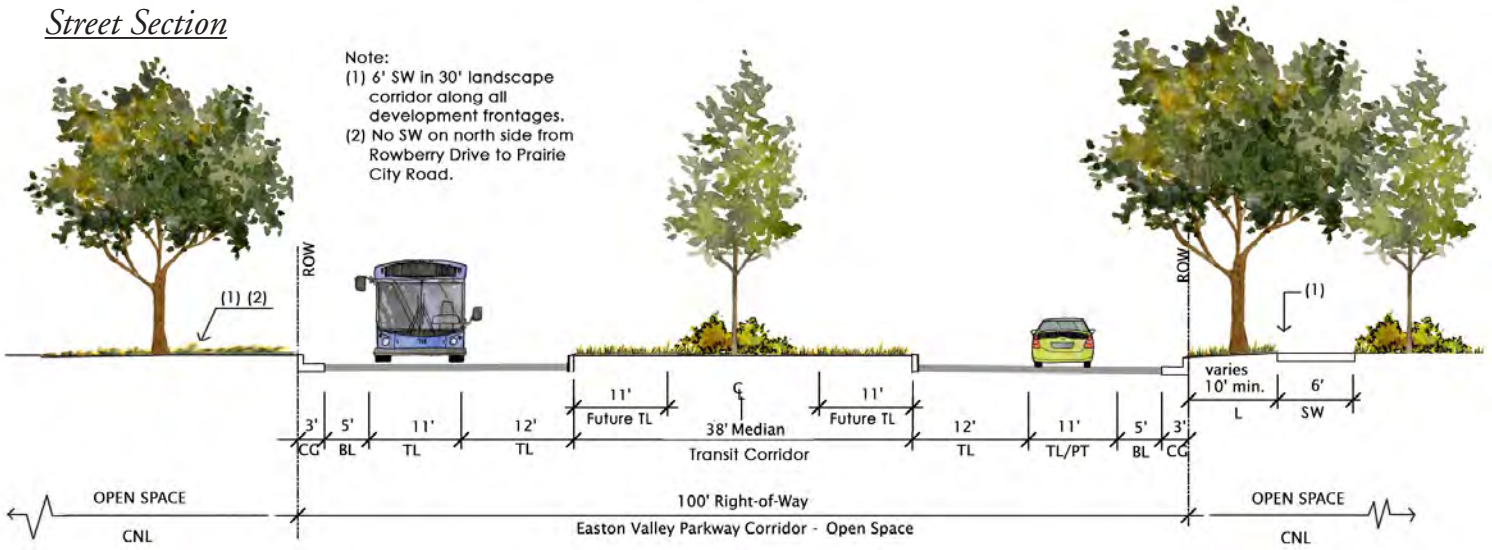
As illustrated in Figure 7.5, the hillside section of Easton Valley Parkway is a two-lane collector street divided by a 16-foot wide planted median with 5-foot wide class II bicycle lanes on each side of the road. A 6-foot wide meandering sidewalk will be constructed on the north side of the street in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

Figure 7.3 Easton Valley Parkway Corridor-Open Space (Major Arterial-Street Section A)

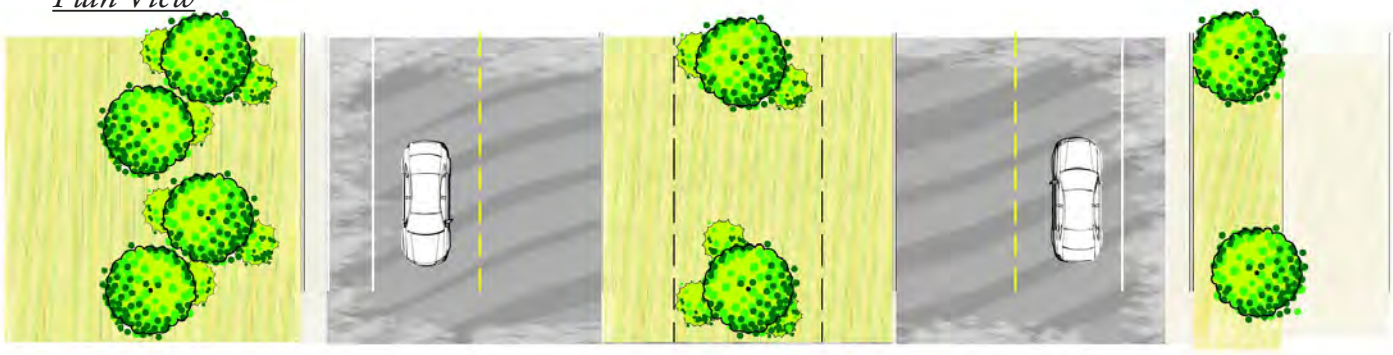
Key Map



Street Section



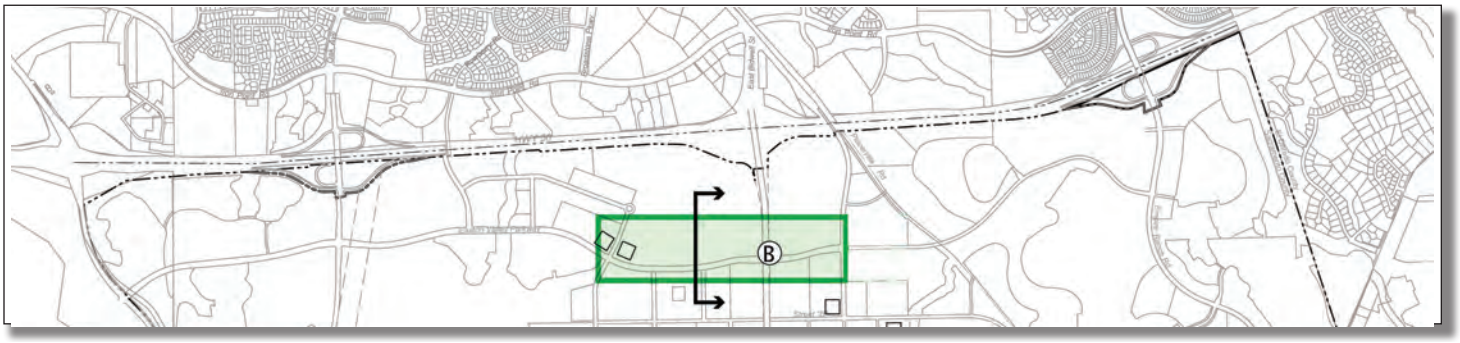
Plan View



LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
California Native Landscaping (CNL)	Sidewalk (SW)	

Figure 7.4 Easton Valley Parkway Corridor-Urban (Major Arterial-Street Section B)

Key Map



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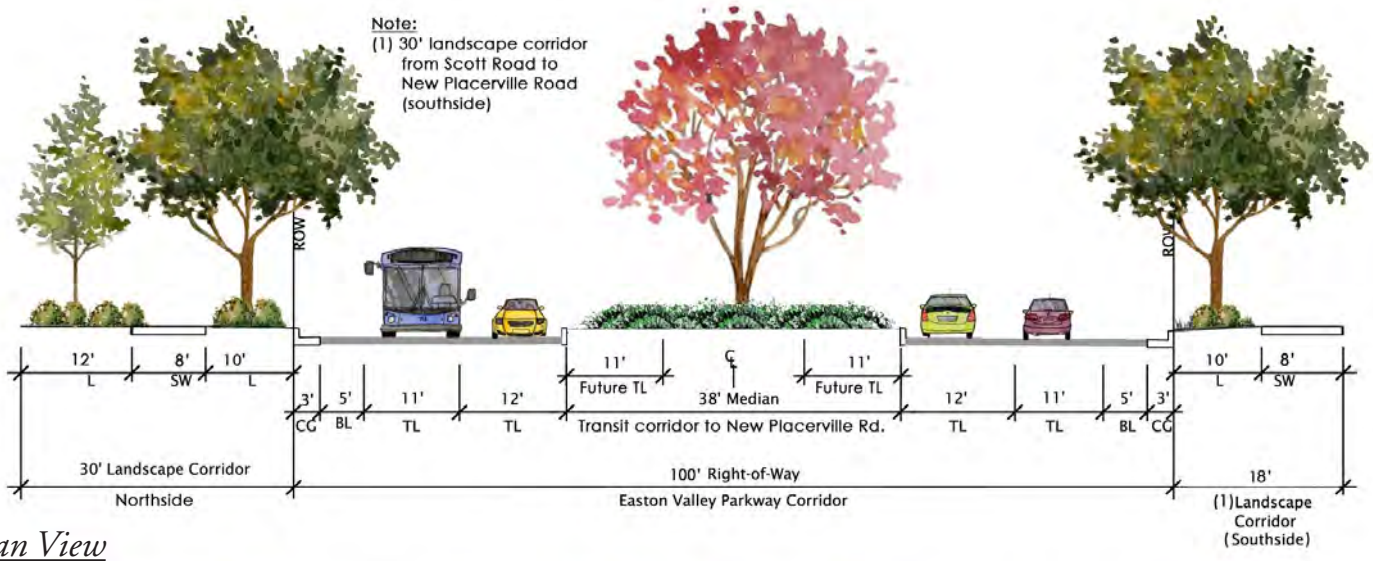
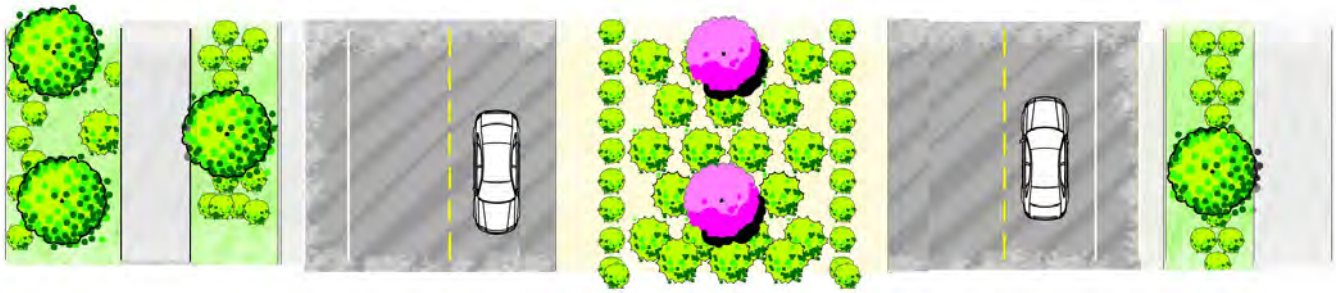


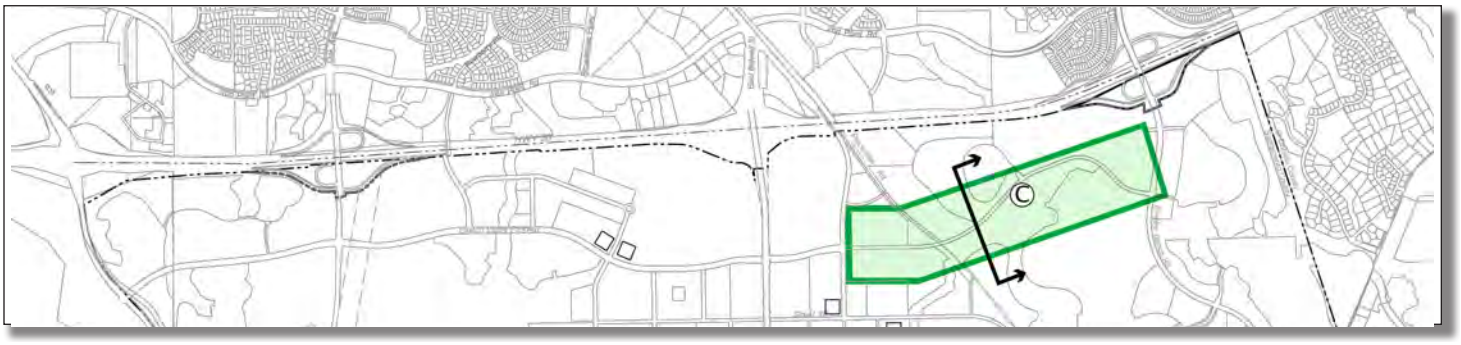
Plan View



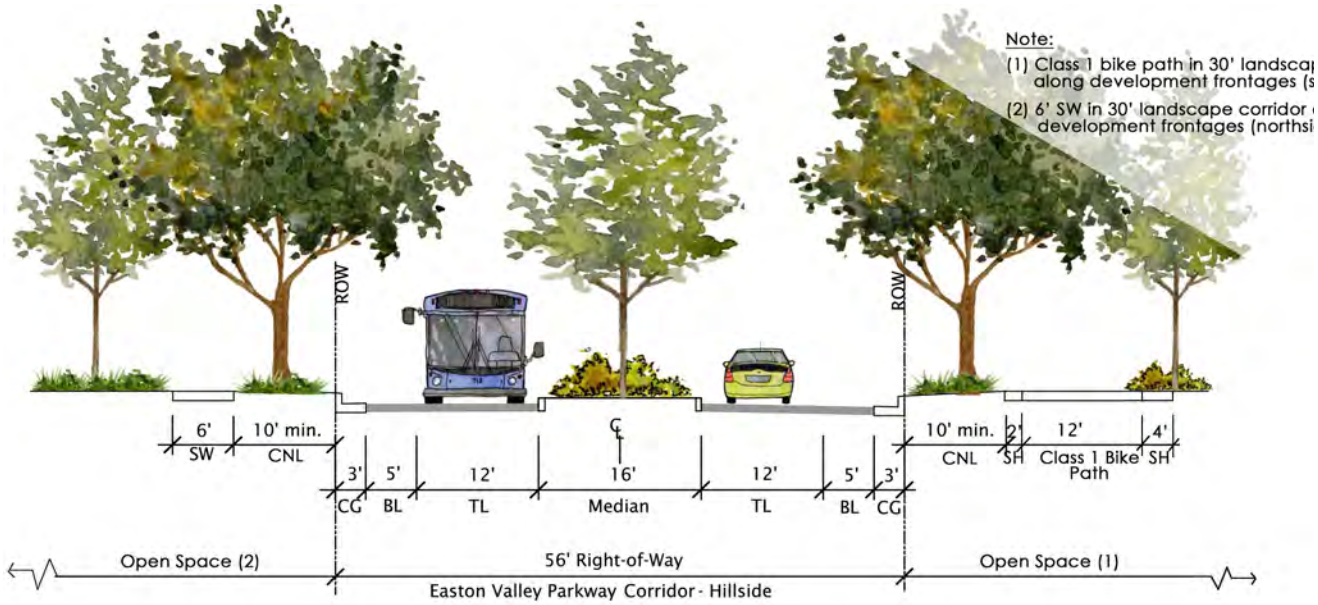
LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	Landscaping (L)	

Figure 7.5 Easton Valley Parkway Corridor-Hillside (Collector-Street Section C)

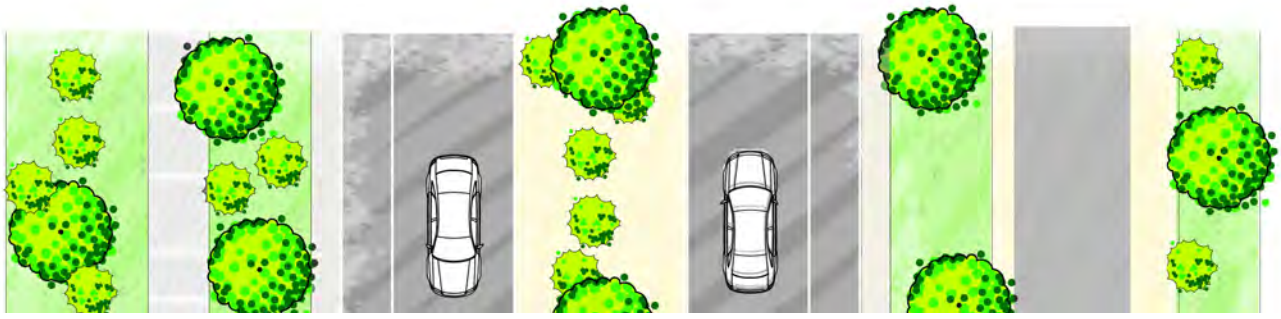
Key Map



Street Section



Plan View



LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	California Native Landscaping (CNL)	Shoulder (SH)

landscaped corridor along development frontages. The Class I bike paths may be elevated above or depressed below the adjacent street gradient.

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

7.4.2 Street 'A' Corridor

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

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

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

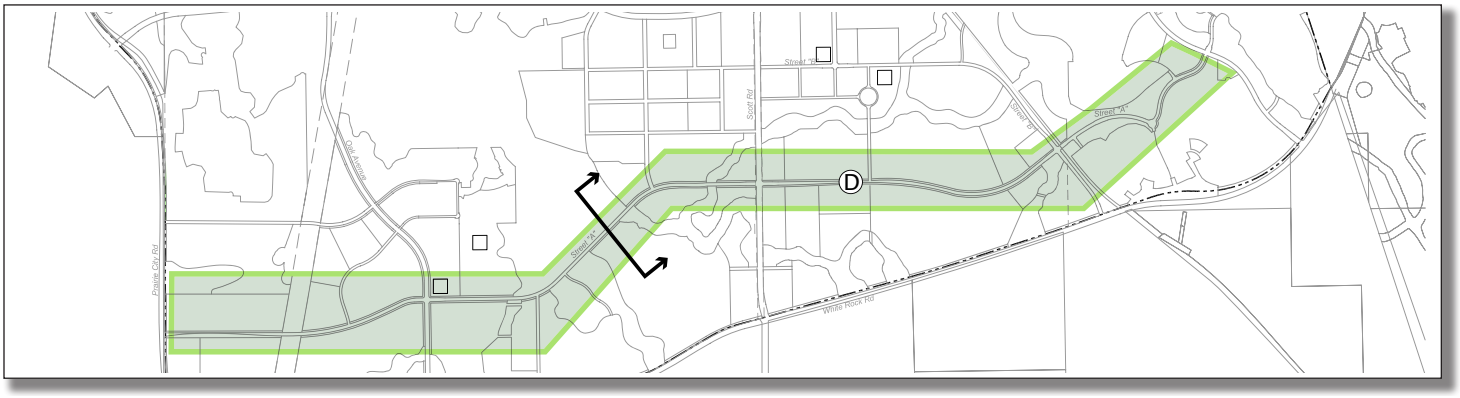
7.4.3 White Rock Road Corridor

Currently, White Rock Road is a rural two lane collector that serves as a major east/west commuter route for residents of the unincorporated portions Sacramento County and the communities of El Dorado Hills, Folsom, Rancho Cordova and Elk Grove. For the past several years, Sacramento County has been planning The White Rock Road General Plan Amendment and Widening, Improvement and Safety Project (Phases A, B & C) that would change the designation of White Rock Road from a pre-2010 Urban and Rural Collector (2 lanes) to a pre-2010 arterial (4 lanes with a median). The change is designation will allow the implementation of the White Rock Road widening improvement project (not currently funded). As currently planned, the section of White Rock Road that abuts the Plan Area would be improved to a four lane arterial with a planted median and left turn lanes.

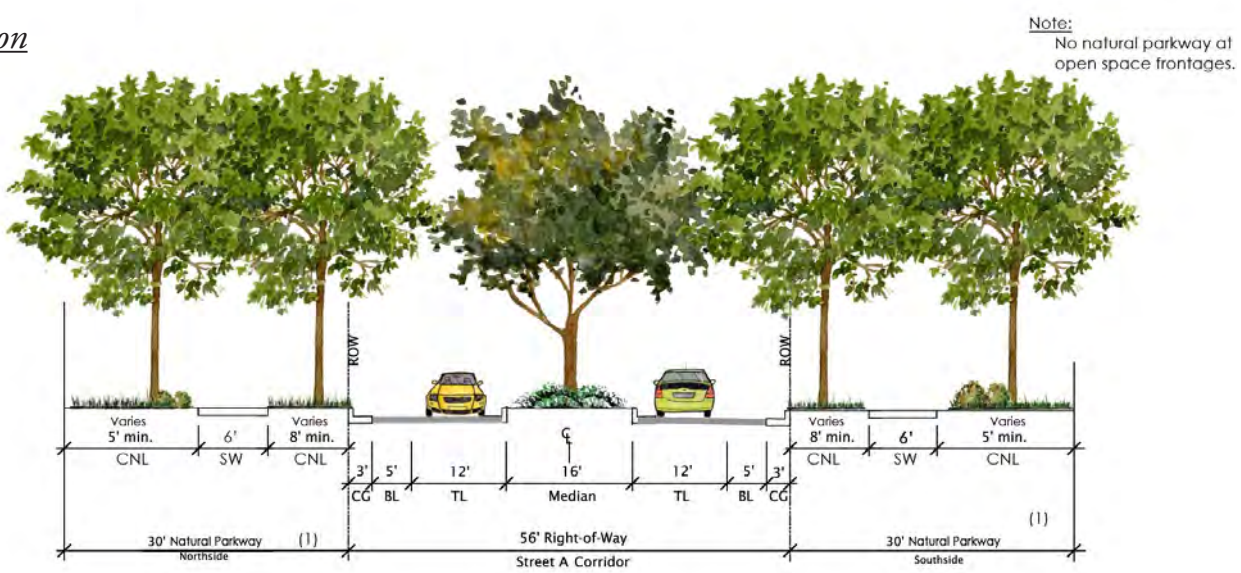
In addition to the County White Rock Road widening and improvement project, the Cities of Elk Grove, Folsom and Rancho Cordova, as well as El Dorado County, collaborated in December 2006 to form a Joint Powers Authority (JPA) to proceed with planning, environmental review, and engineering design and development of the Capital Southeast Connector (White Rock Road and Grant Line Road). The Connector is a proposed 35-mile roadway spanning from

Figure 7.6 Street A Corridor (Collector-Street Section D)

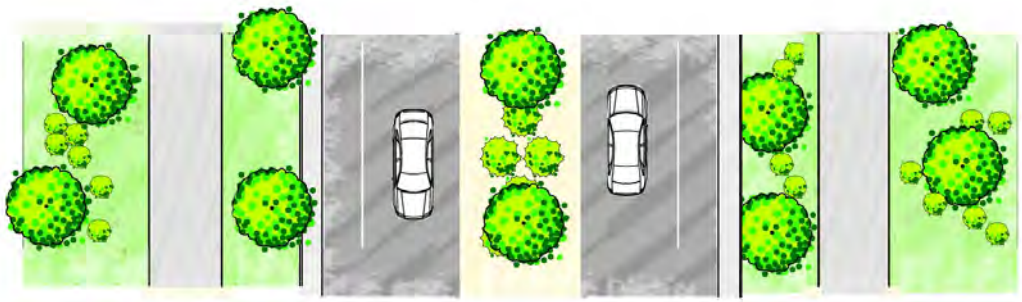
Key Map



Street Section



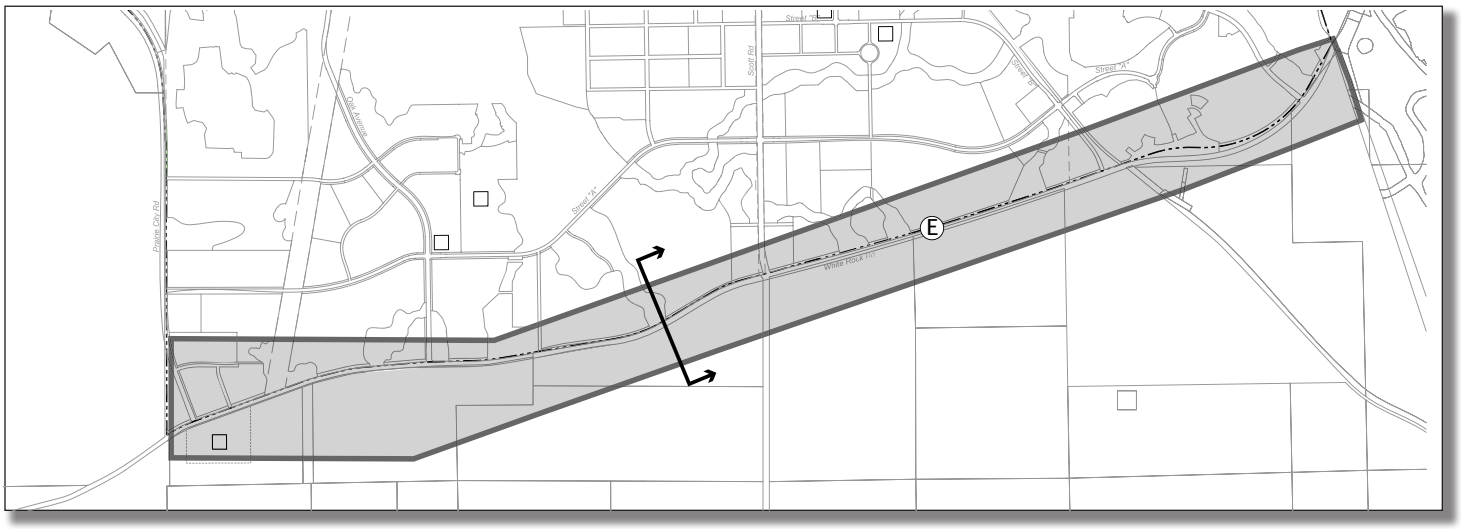
Plan View



LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
California Native Landscaping (CNL)	Sidewalk (SW)	

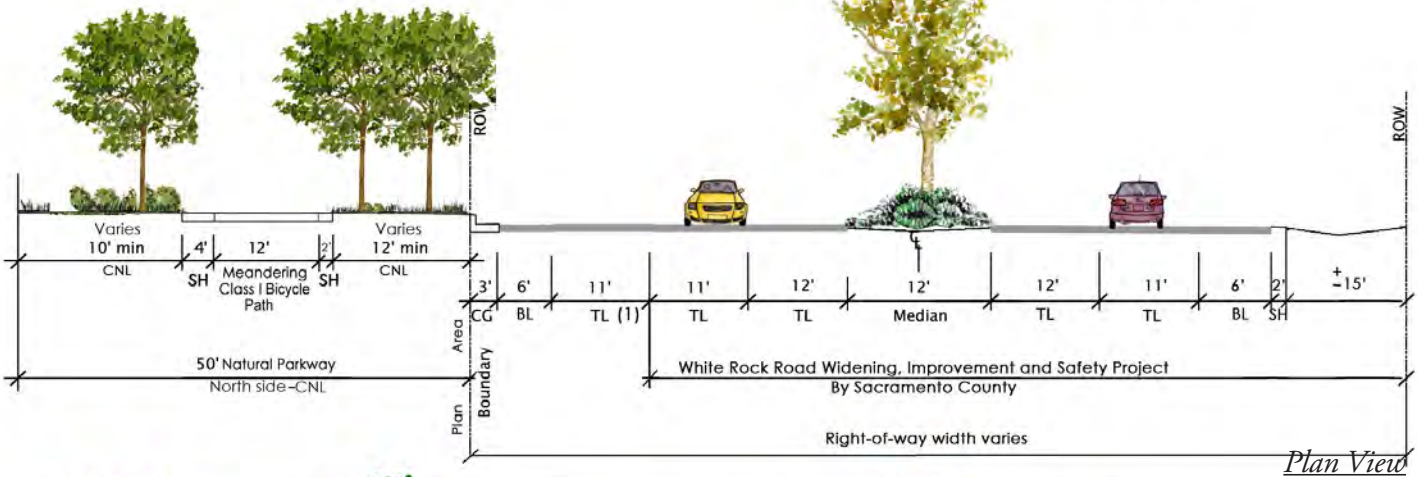
Figure 7.7 White Rock Road Corridor (Expressway-Street Section E)

Key Map



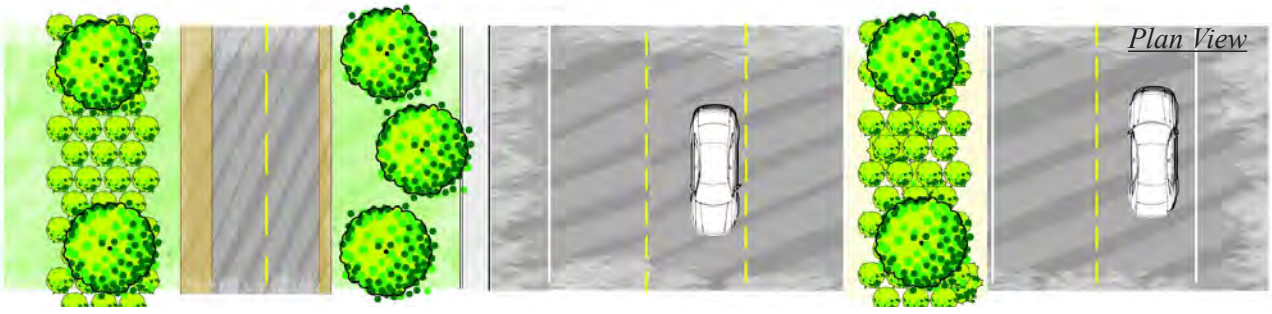
Street Section

Note:
(1) FPASP responsibility



Plan View

Plan View



LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
California Native Landscaping (CNL)	Shoulder (SH)	

Interstate 5, south of Elk Grove, to Highway 50 in El Dorado County, just east of El Dorado Hills. The Connector will link communities in El Dorado and Sacramento Counties and the cities of Folsom, Rancho Cordova and Elk Grove, alleviating traffic congestion on Highway 50, Interstate 5 and State Route 99. The connector is being planned to reduce the distance traveled and save time during rush hour, thus enabling drivers to use a more direct route for faster, safer travel. The major goals of the connector project include:

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

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

When completed, the Connector is expected to have six travel lanes and limited access points that will easily accommodate a variety of regional transportation needs. The Connector will provide options for a variety of transportation modes throughout the corridor supporting the principles of the Blueprint Project. The Connector will be a local facility, funded with local dollars. Different funding scenarios, including tolling options, are currently under review by the JPA.

Within the Plan Area, access to the Connector will be limited to signalized intersections with Plan Area arterial streets at Empire Ranch Road, Placerville Road, Scott Road, Oak Avenue and Prairie City Road. Several secondary right-in and right-out access points along the Connector may be allowed by the JPA.

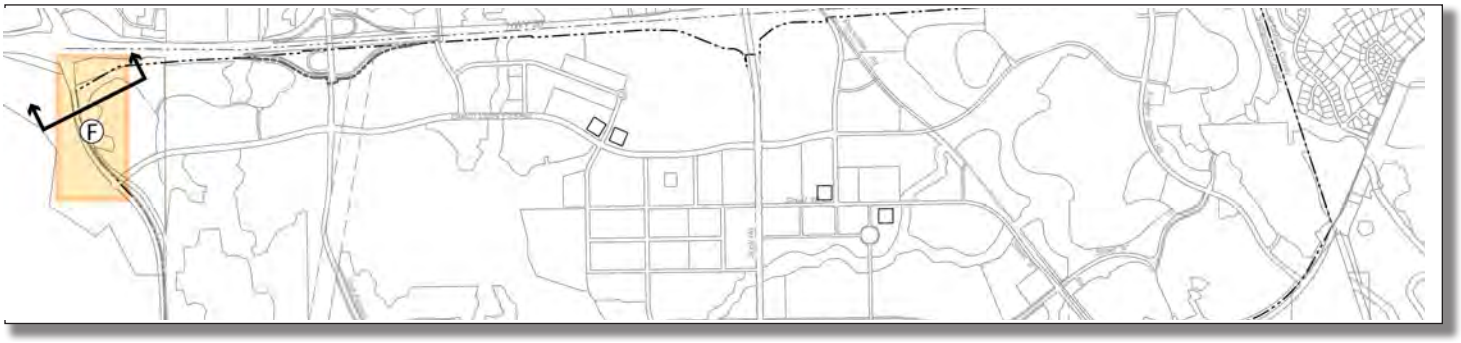
In either scenario, development along the southern edge of the Plan Area will be buffered from White Rock Road by a 50-foot wide natural parkway that will create a significant natural landscape edge for the City. A 12-foot wide meandering Class I bike path within the parkway connects to other Plan Area Class I bike paths for additional pedestrian and bicycle connectivity. The natural parkway buffer will be lined with native trees, shrubs, and ground cover arranged in organic forms featuring rock formations, and informal groupings of trees and shrubs (refer to Figure 7.7).

7.4.4 Prairie City Road Corridor

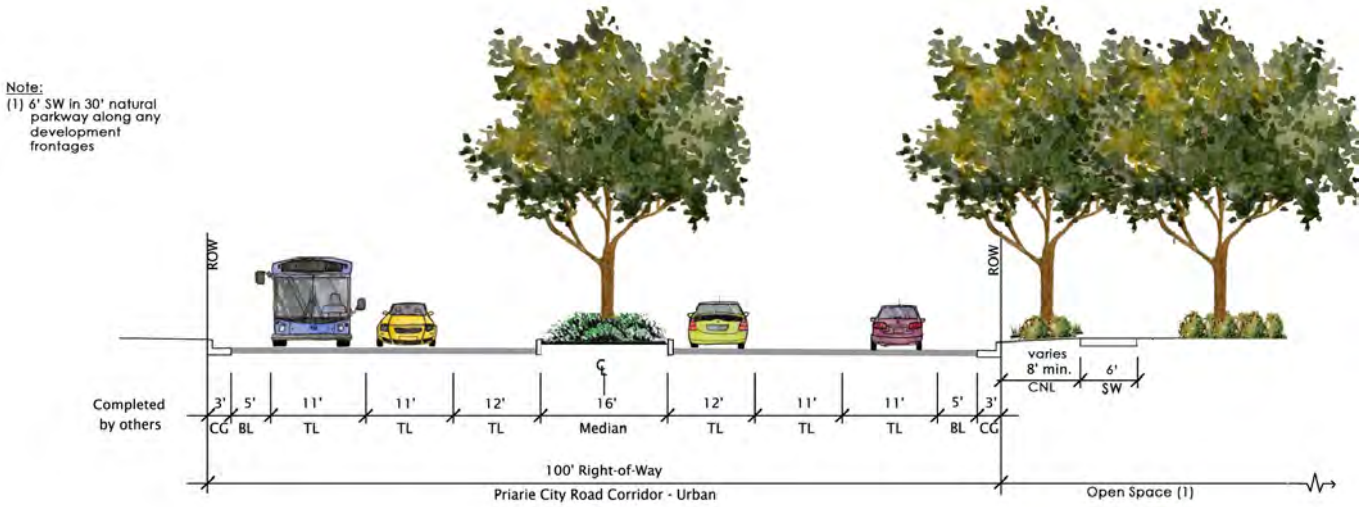
Prairie City Road, and its associated Highway 50 interchange, is one of the four principal entry points to the Plan Area and the remainder of the City to the north of Highway 50. As a major divided 4 and 6-lane arterial, Prairie City Road will connect Plan Area neighborhoods with other city neighborhoods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

Figure 7.8 Prairie City Road Corridor-Urban (Major Arterial-Street Section F)

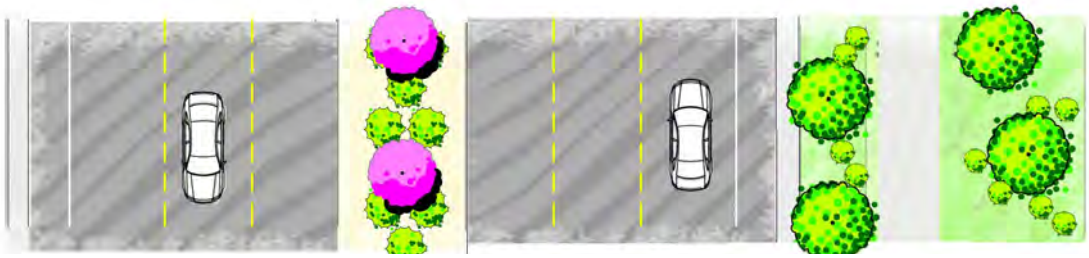
Key Map



Street Section



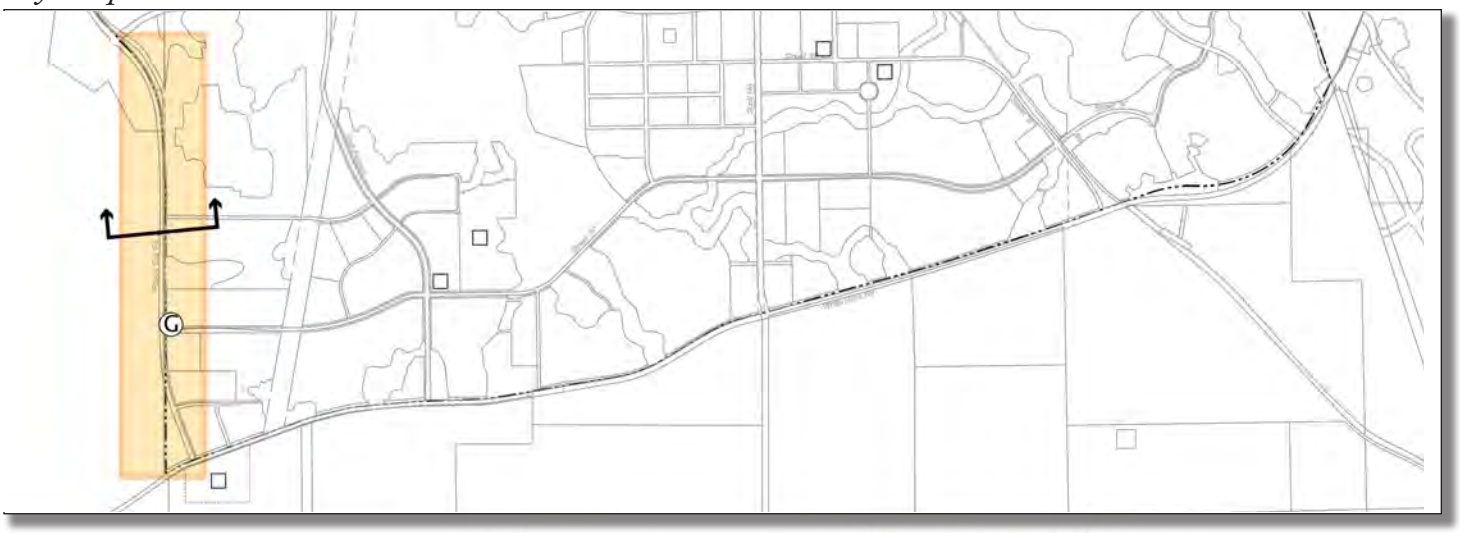
Plan View



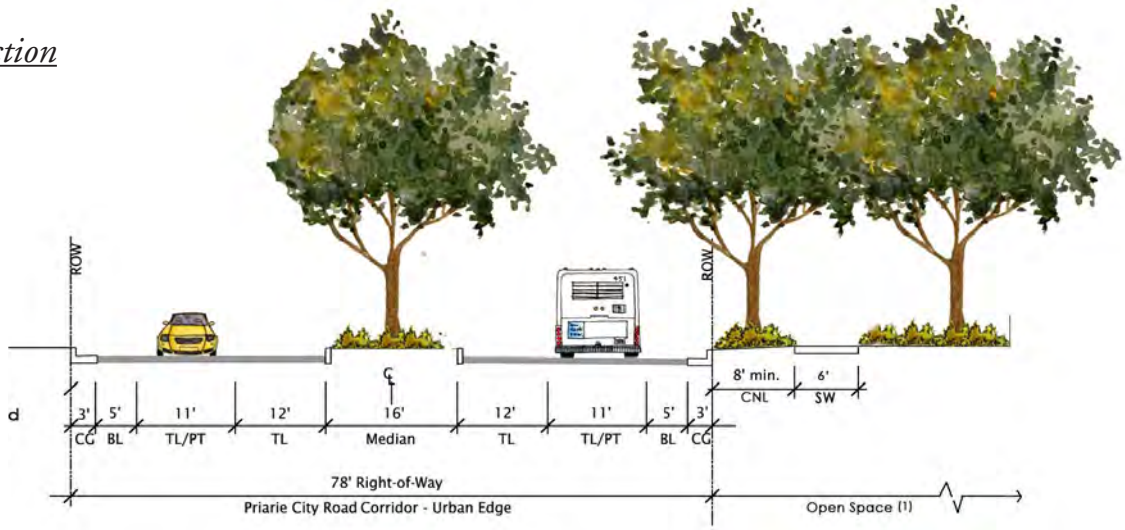
LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
California Native Landscaping (CNL)	Meandering Sidewalk (SW)	

Figure 7.9 Prairie City Road Corridor-Urban Edge (Major Arterial-Street Section G)

Key Map



Street Section



Plan View

LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	California Native Landscaping (CNL)	

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

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

Key gateways to the Plan Area at Easton Valley Parkway and Street 'A' will be highlighted with entry features such as monuments, walls, signs, lighting and drought tolerant ornamental plantings to announce entry to the city.

7.4.5 Oak Avenue Corridor

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

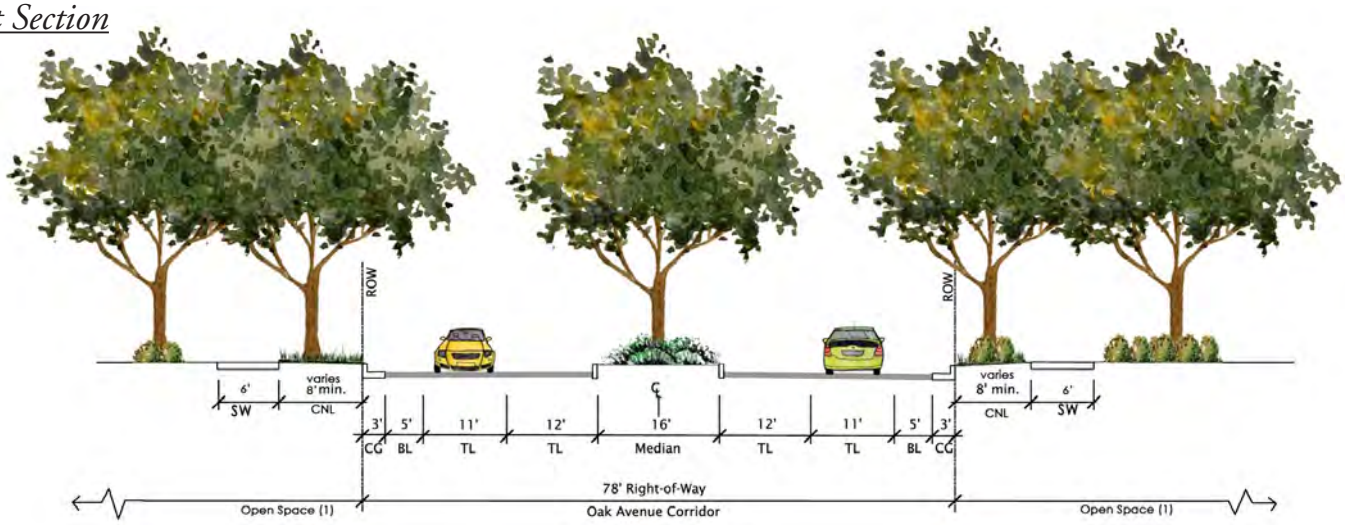
The northern half of the Oak Avenue corridor passes through extensive oak woodlands and open space preserves and the road design will reflect this natural park-like condition with the incorporation of special design features such as the possible elimination of curb and gutters and the planting of California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

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

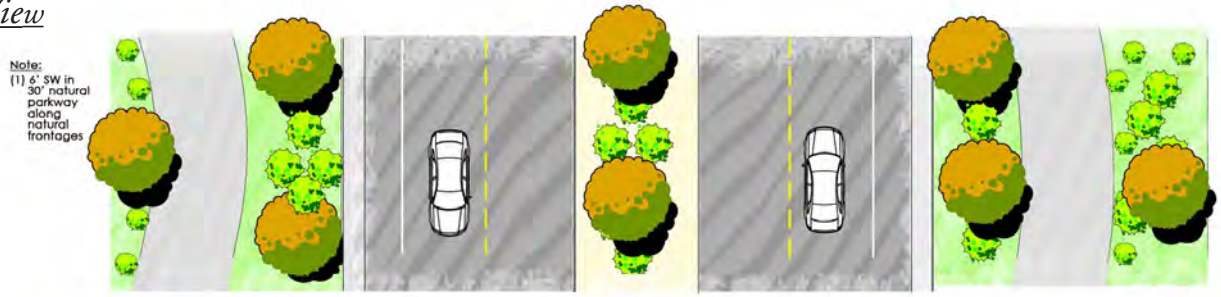
Figure 7.10 Oak Avenue Corridor (Major Arterial-Street Section H)

Key Map

Street Section



Plan View



LEGEND

Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter(CG)
California Native Landscaping (CNL)	Meandering Sidewalk (SW)	

7.4.6 Scott Road Corridor

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

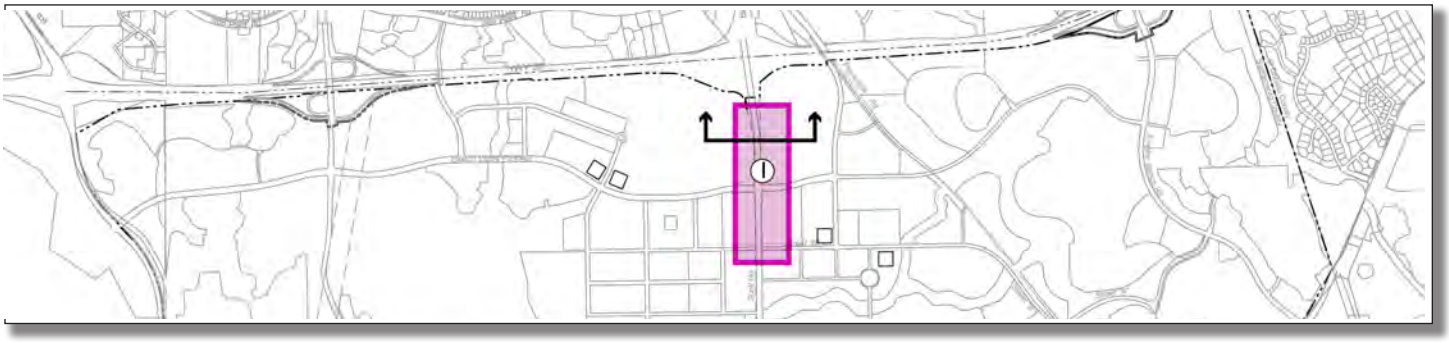
Scott Road consists of two distinct sections: the first section, illustrated in Figure 7.11, is the divided six lane configuration that starts at Highway 50 and continues south to Street "B". This road section features three travel lanes in each direction separated by a 16-foot wide landscape median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

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

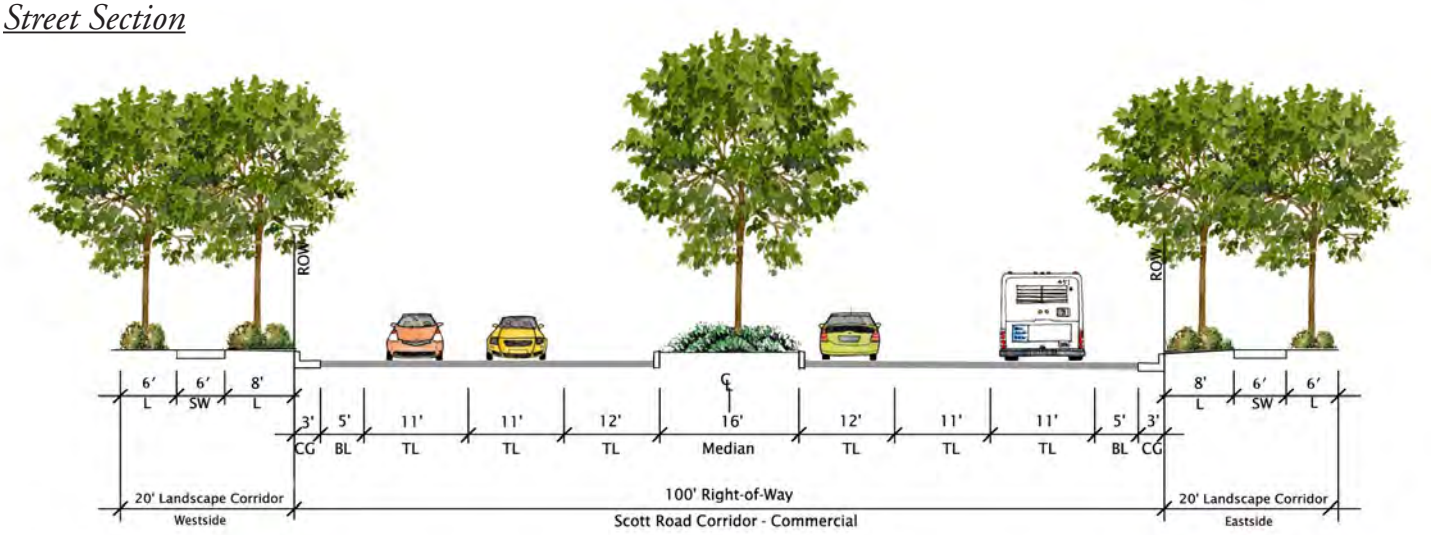
Intersection design is crucial to the success of all roads, but particularly arterial streets where the width of a four or six lane road can create conflicts for pedestrians and cyclist. Road capacity increases for cars can make pedestrian crossings much more difficult. Consistent with "Complete Streets"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

Figure 7.11 Scott Road Corridor-Commercial (Major Arterial-Street Section I)

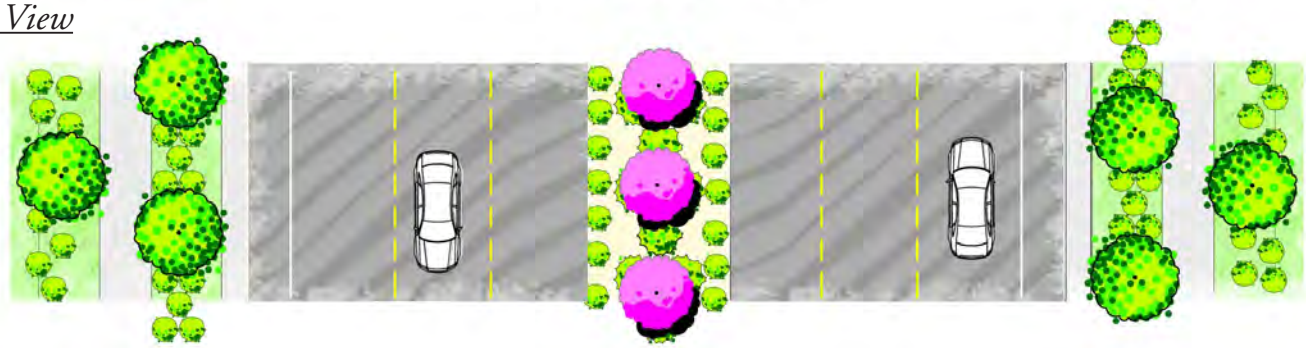
Key Map



Street Section



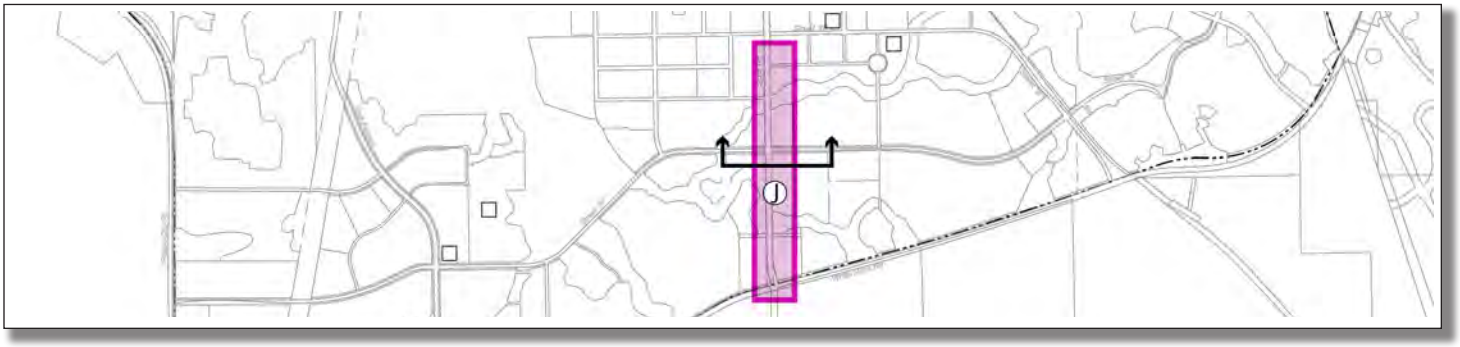
Plan View



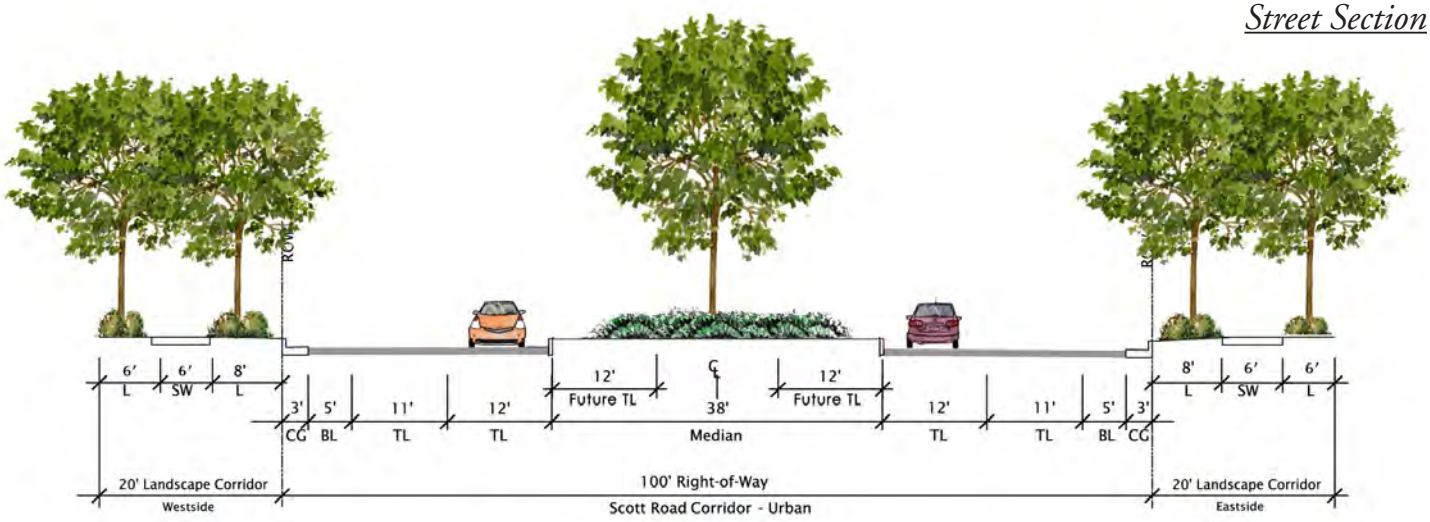
LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	Landscaping (L)	

Figure 7.12 Scott Road Corridor-Urban (Major Arterial-Street Section J)

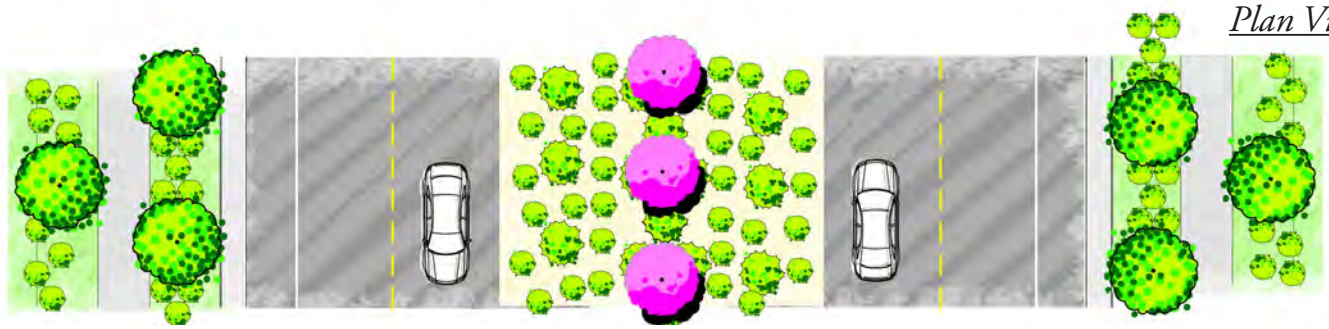
Key Map



Street Section



Plan View



LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	Landscaping (L)	

7.4.7 Street "B" Corridor

Street "B" is a collector corridor that runs from the western edge of the Town Center to the Sacramento-Placerville Transportation Corridor. The Street "B" corridor visually and physically connects the Town Center to neighborhood centers, the community park east, and various residential neighborhoods. As illustrated in Figure 7.13, the portion of Street "B" west of New Placerville Road is a divided 2-lane urban roadway with a 16-foot wide planted median and turn lane and 5-foot wide class II bike lanes and 15-foot wide sidewalks with street tree planting wells on both sides of the street.

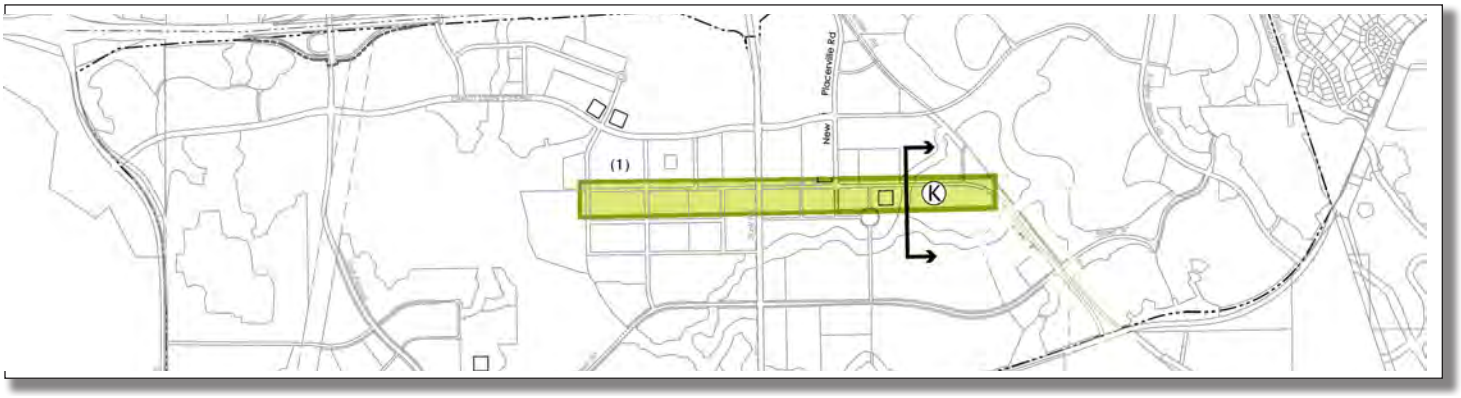
The eastern section of the Street "B" corridor, from New Placerville Road to the Sacramento-Placerville Transportation Corridor, is a vital segment of the Plan Area transit corridor. Initially, this portion of Street "B" will be configured as a 2-lane collector with a 38-foot wide planted median. This configuration will allow for mixed flow local bus service. As transit ridership increases, with the build-out of the Plan Area, the median will be reduced in size and two additional travel lanes will be added to the road section to accommodate express bus or bus rapid transit service in either mixed flow or dedicated bus lanes. Refer to subsection 7.8 and the Transit Master Plan for additional information on the Plan Area transit plan. On-street parking will be prohibited on both sections of Street "B".

7.4.8 Old Placerville Road

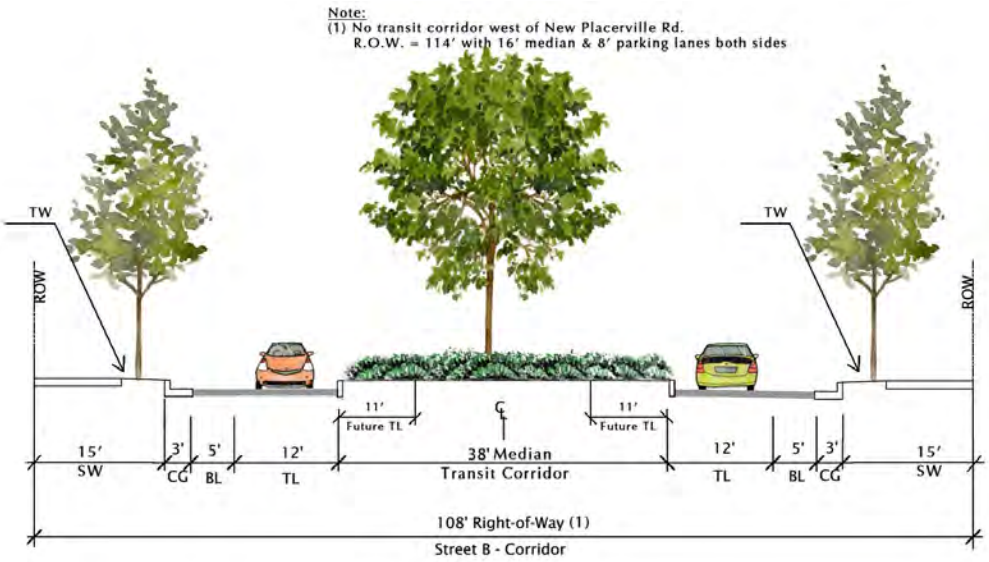
Old Placerville Road is a divided collector street that runs parallel to the Sacramento-Placerville Transportation Corridor, from Street 'B' to White Rock Road. Old Placerville Road is also an integral segment of the Plan Area Transit Corridor. Initially, this road will be constructed as a divided 2-lane collector (one lane in each direction) with a 38-foot wide planted median and turn lane, and class II bike lanes, planting strips and a 6-foot sidewalks on the west side of the street. The eastern planting strip and Class I bike path will be located on the SPTC right-of-way (refer to Figure 7.14). The street section will allow for local bus service in mixed flow lanes and on-street parking will be prohibited. As transit ridership increases, the median will be reduced in width and two additional travel lanes will be added to the road section to accommodate express bus or bus rapid transit in either mixed flow or dedicated bus lanes. Refer to subsection 7.8 and the Transit Master Plan for addition information on the Plan Area transit plan.

Figure 7.13- Street B Corridor (Collector-Street Section K)

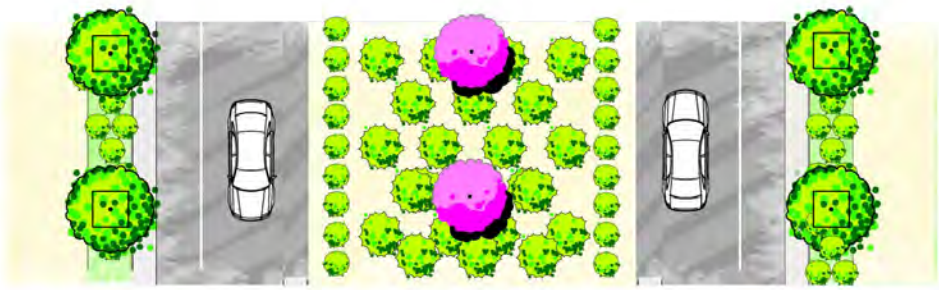
Key Map



Street Section



Plan View

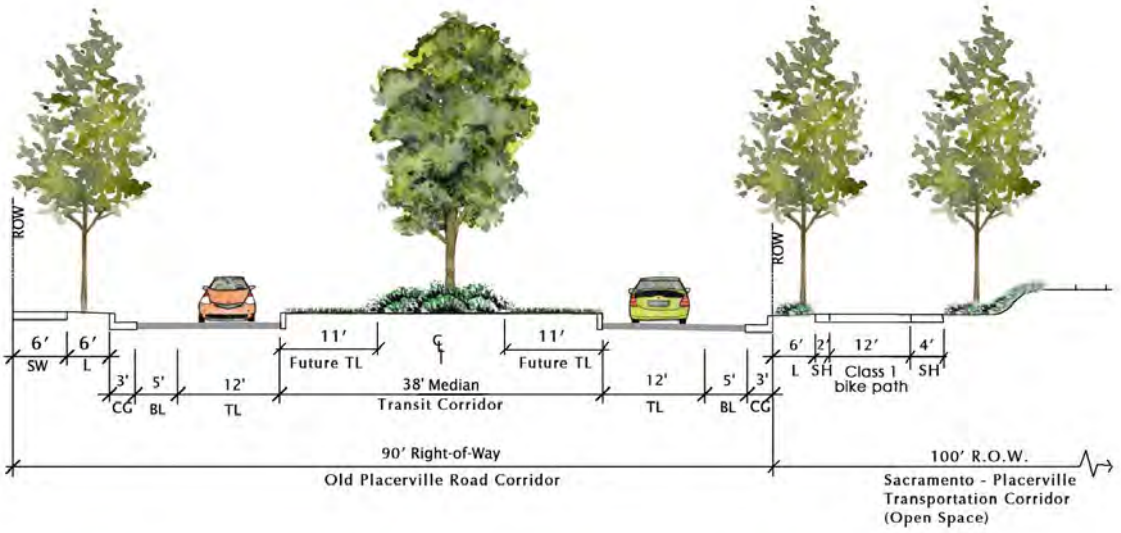


LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	Landscaping (L)	6' x 6' Tree Well (TW)

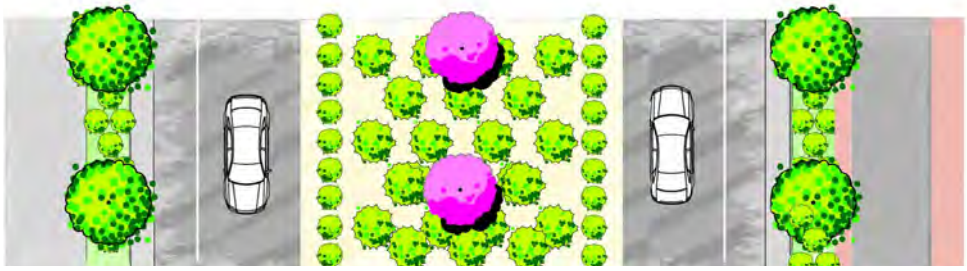
Figure 7.14 Old Placerville Road (Collector-Street Section L)

Key Map

Street Section



Plan View



LEGEND			
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)	Class I Bike Path (PB)
Sidewalk (SW)	Landscaping (L)	D.G. Shoulder (SH)	

7.4.9 Empire Ranch Road Corridor

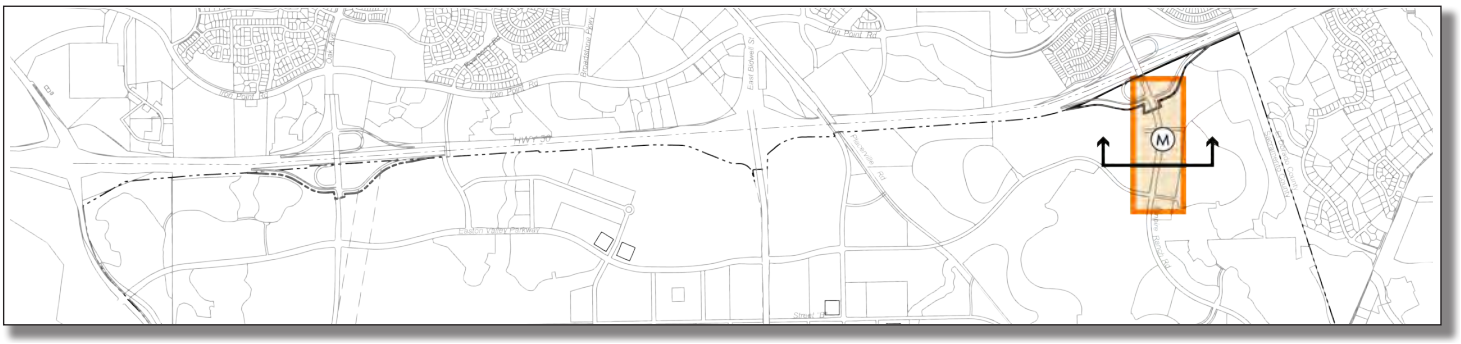
Empire Ranch Road is a major arterial that provides direct access to Highway 50 at the new Empire Ranch Road interchange and also links the Plan Area to the city north of Highway 50. Empire Road also provides a direct link with White Rock Road at the southern edge of the Plan Area

Empire Ranch Road consists of two distinct sections: the first section, illustrated in Figure 7.15, is the divided six lane configuration that starts at Highway 50 and ends at Easton Valley Parkway. This section features three travel lanes in each direction separated by a 16-foot wide landscaped median and turning lane. Class II bike lanes, 20-foot wide landscape corridors with 6-foot wide meandering sidewalks are included on both sides of the street. Commercial frontage abuts both sides of this section of the Empire Ranch Road Corridor.

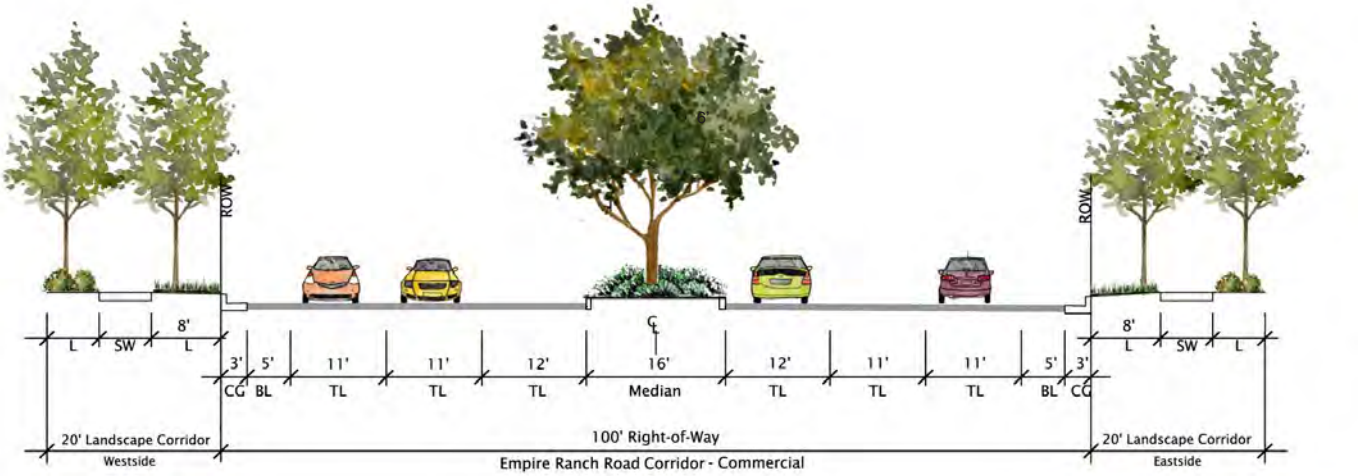
The second section of Empire Ranch Road, illustrated in Figure 7.16, is the divided four-lane configuration that starts at Easton Valley Parkway and ends at White Rock Road. This section features two travel lanes in each direction separated by a 16-foot wide landscaped median and turning lane. Class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

Figure 7.15 Empire Ranch Road Corridor-Commercial (Major Arterial-Street Section M)

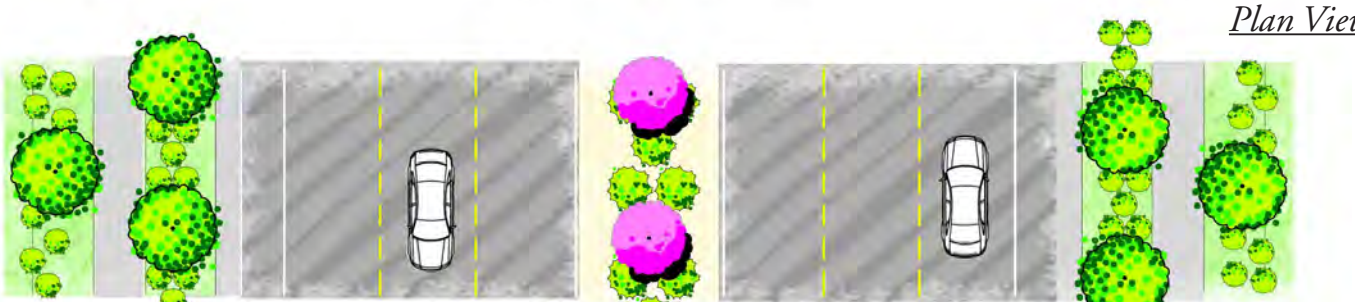
Key Map



Street Section



Plan View

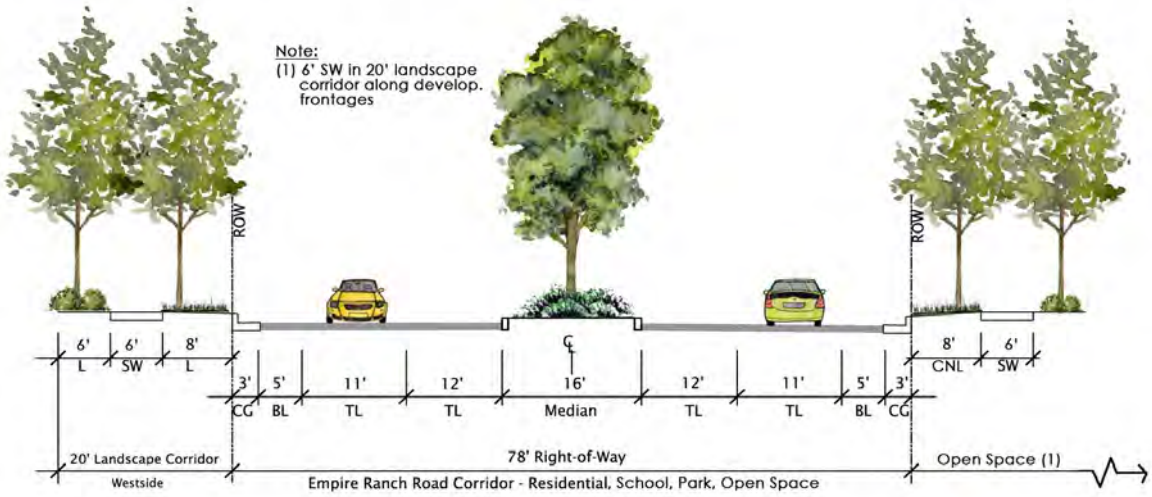


LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	Landscaping (L)	

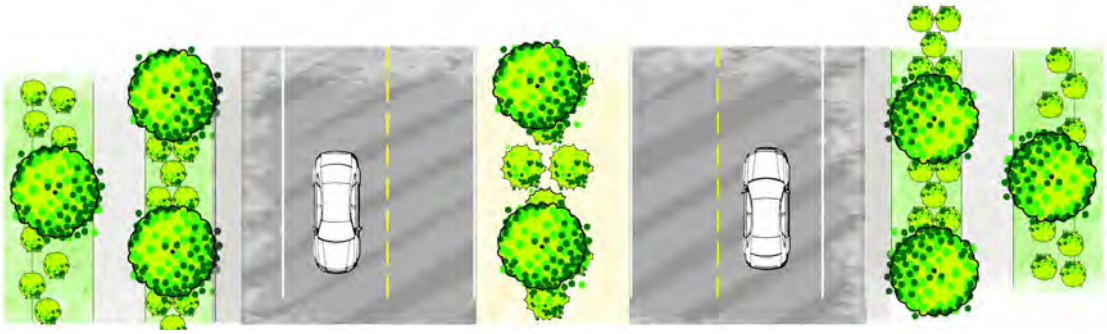
Figure 7.16 Empire Ranch Road Corridor-Residential/School & Park/Open Space (Major Arterial-Street Section N)

Key Map

Street Section



Plan View



LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	California Native Landscaping (CNL)	Landscaping (L)

7.5 ADDITIONAL MAJOR ROADWAYS

7.5.1 Rowberry Drive

Rowberry Drive is a proposed 4-lane divided arterial that crosses over Highway 50, without providing access to it, in order to facilitate auto, bicycle and pedestrian access between the Plan Area and other parts of the city north of the highway. The Rowberry Drive road section is a designated major arterial and includes two travel lanes and class II bike lanes in each direction, a center median and turn lane, and a 20-foot wide landscape corridor with a 6-foot wide sidewalk on the east side of the street and a 6-foot wide sidewalk located in designated open space on the west side of the street (refer to Figure 7.17). The intersection of Rowberry Drive and Easton Valley Parkway, south of Highway 50, will be a three-way intersection and access to the residential neighborhood south of Easton Valley Parkway shall be offset from the three-way intersection by at least 250-feet (centerline to centerline).

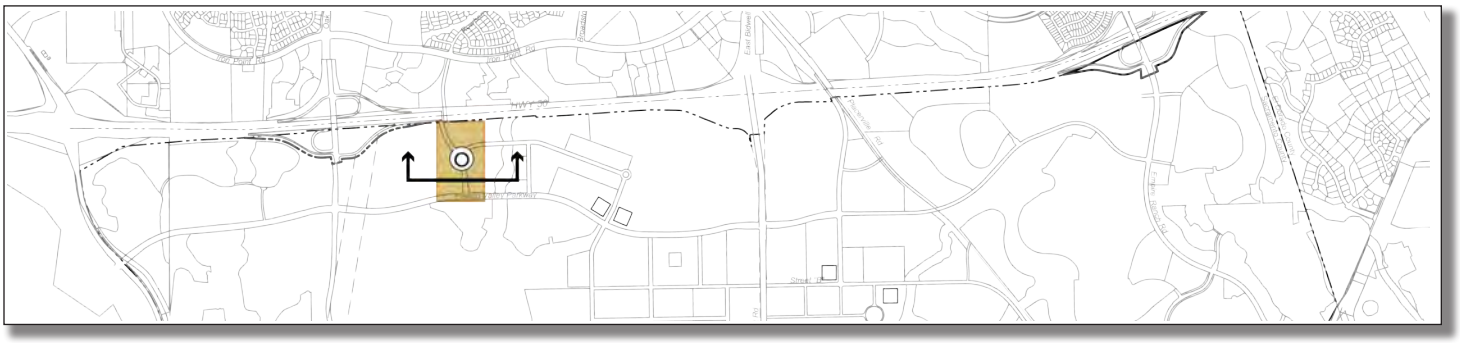
7.5.2 New Placerville Road

New Placerville Road, north of Easton Valley Parkway, is a major four-lane divided arterial at its intersection with Street "A", then transitions to a 2-lane collector after the first intersection north of Easton Valley Parkway where it then crosses under Highway 50 to connect with the existing 2-lane Placerville Road on the north side of Highway 50. New Placerville Road provides auto, bicycle and pedestrian access between the Plan Area and other parts of the city north of the highway. As illustrated in Figure 7.18, the road section varies from 2 travel lanes in each direction, a 16-foot wide planted median and turn lane and class II bike lanes on each side of the street at its intersection with Easton Valley Parkway to one travel lane in each direction, no median or turn lane and class II bike lanes on each side of the street as it passes beneath the Highway 50 overpass. Moreover, a portion of this alignment is parallel and directly adjacent to, the existing Sacramento-Placerville Transportation Corridor (old Southern Pacific railroad right-of-way) and the Class I bike path on the east side of New Placerville Road will be located within the SPTC right-of-way.–Local roadways crossing and connecting uses east of the SPTC with New Placerville Road will be at-grade crossings. All required safety features will be incorporated into the crossing design.

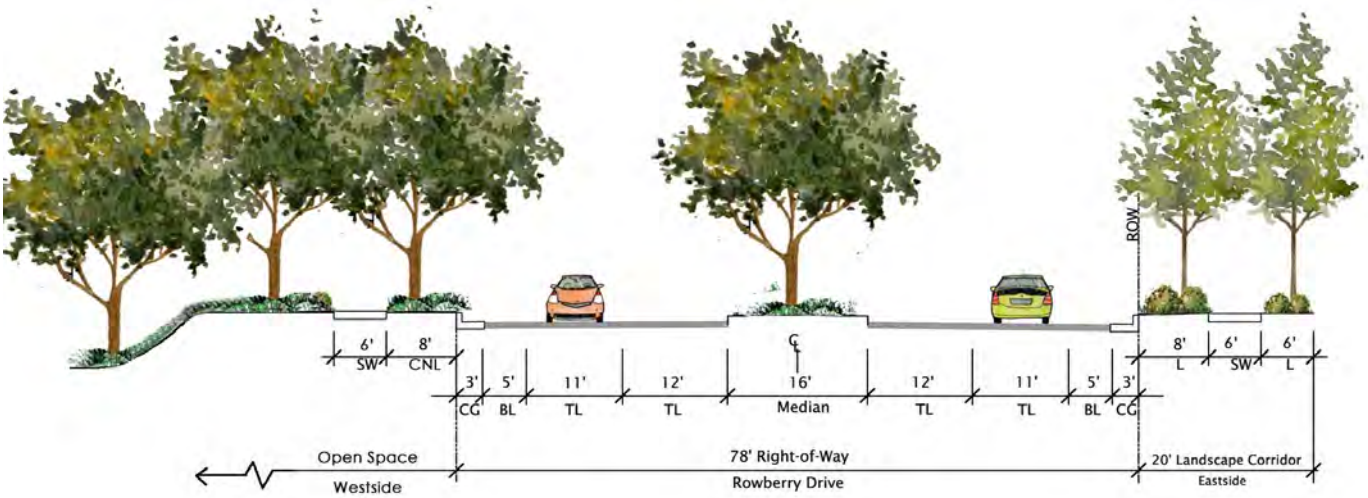
As illustrated in Figure 7.19, New Placerville Road south of Easton Valley Parkway is a divided collector street that runs from Easton Valley Parkway south to Street "B". This section of the New Placerville Road is another vital segment of the Plan Area transit corridor. Initially, this road will be constructed as a divided 2-lane collector (one lane in each direction) with a 38-foot wide planted median and turn lane, and class II bike lanes and 15-foot wide sidewalks with street tree planting wells on both sides of the street. . This configuration will allow for local bus service in mixed flow lanes and on-street parking will be prohibited. As transit ridership increases, with the buildout of the Plan Area, the median will be reduced in width and two additional travel lanes will be added to the road section to accommodate express bus or bus rapid transit service in either mixed flow or dedicated bus lanes. Refer to subsection 7.8 and the Transit Master Plan for additional information on the Plan Area transit plans.

Figure 7.17 Rowberry Drive (Major Arterial-Street Section O)

Key Map



Street Section

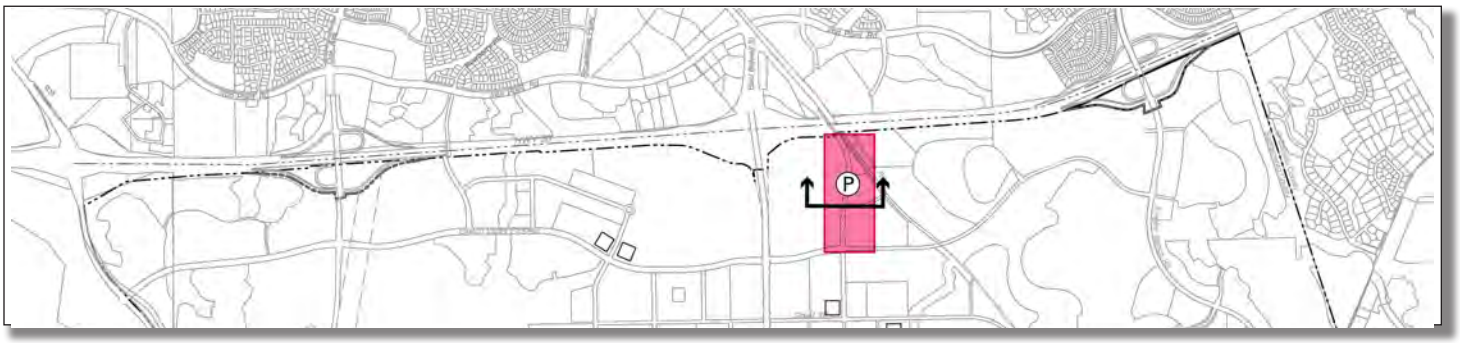


Plan View

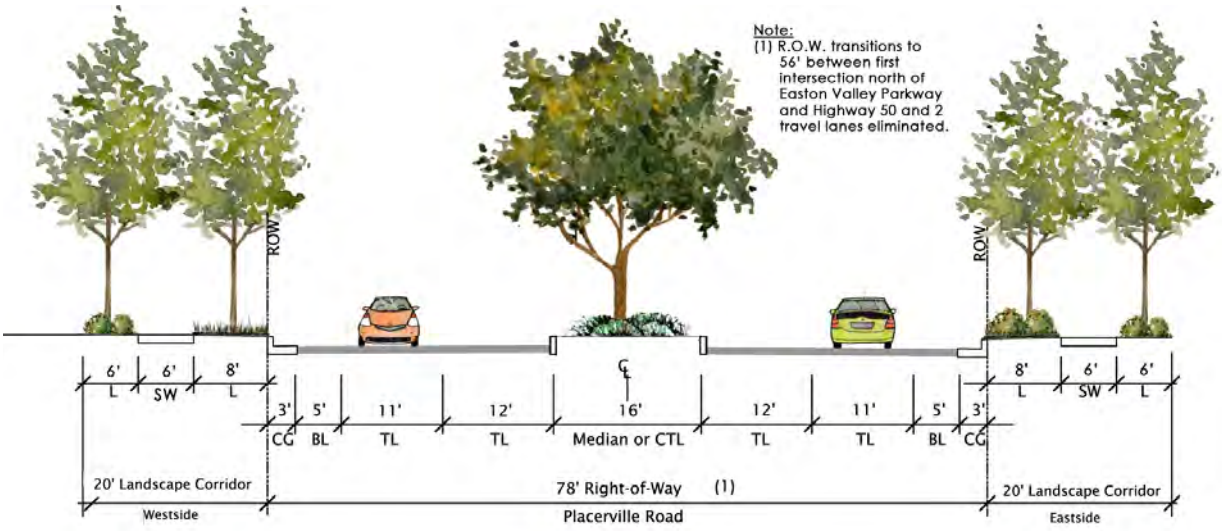
LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	Landscaping (L)	

Figure 7.18 New Placerville Road (Major Arterial-Street Section P)

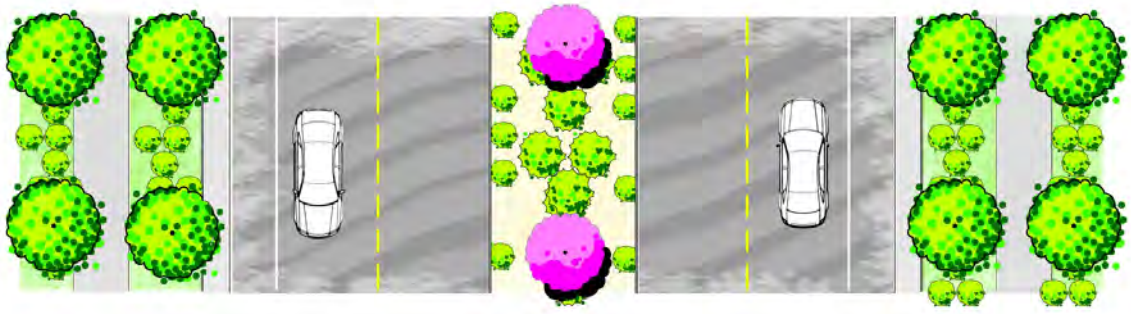
Key Map



Street Section



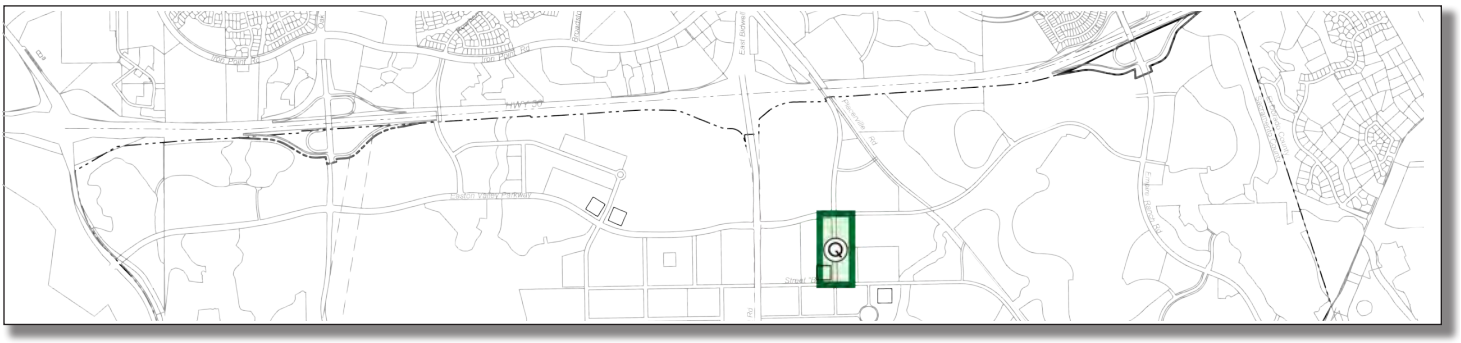
Plan View



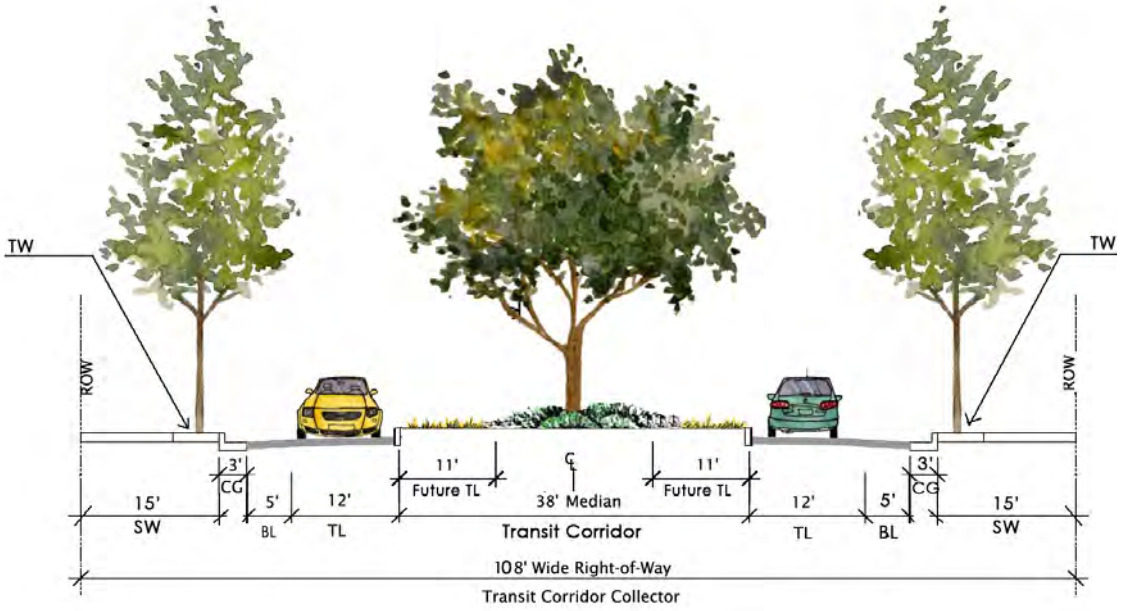
LEGEND		
Traffic Lanes (TL)	Class II Bicycle Lane (BL)	Curb/Gutter (CG)
Sidewalk (SW)	Landscaping (L)	Median/Center Turn Lane (CTL)

Figure 7.19 New Placerville Road Transit Corridor (Collector-Street Section Q)

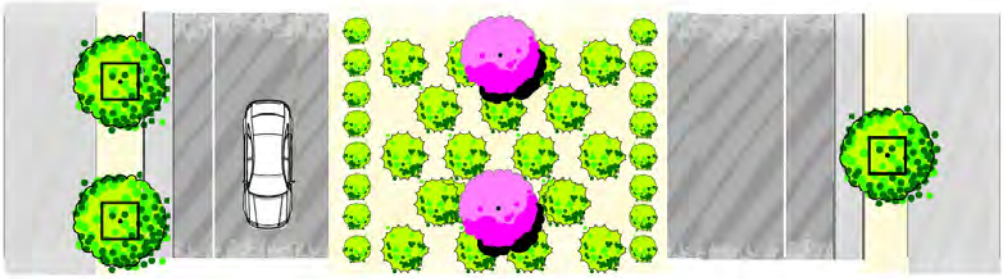
Key Map



Street Section



Plan View



LEGEND		
Traffic Lanes (TL)	Parking (P)	Curb/Gutter (CG)
Sidewalk (SW)	Class II Bike Lane (BL)	6' x 6' Tree Well (TW)

7.6 URBAN STREETS (MINOR COLLECTORS)

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

7.6.1 Angle Parking Street Section

The angle parking street section is an alternative urban street allowed in mixed use, commercial, industrial/office park, multi-family residential and public land uses. These streets will incorporate 45 degree angle parking with 15-foot wide sidewalks on both sides of the street and include 6' x 6' cut-outs for street tree plantings and ornamental tree grates (refer to Figure 7.20). As shown in Figure 7.29, Class III bicycle routes are delineated on some angle parking streets.

Diagonal parking will be incorporated into the design of the Town Center.

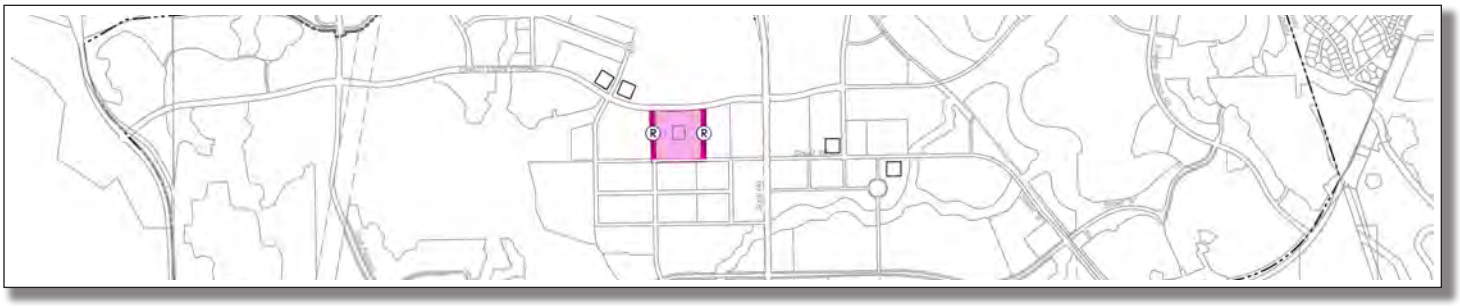
7.6.2 Parallel Parking Street Section

The parallel parking street section is another urban street allowed in mixed use, commercial, industrial/office park, multi-family, single family high density residential and public land uses. The street section consists of two undivided travel lanes with parking provided on each side of the street. 15-foot wide sidewalks with 6' x 6' cut-outs for street tree plantings and ornament tree grates are provided on each side of the street (refer to Figure 7.21). As shown in Figure 7.29, Class III bicycle routes are delineated on some parallel parking streets.

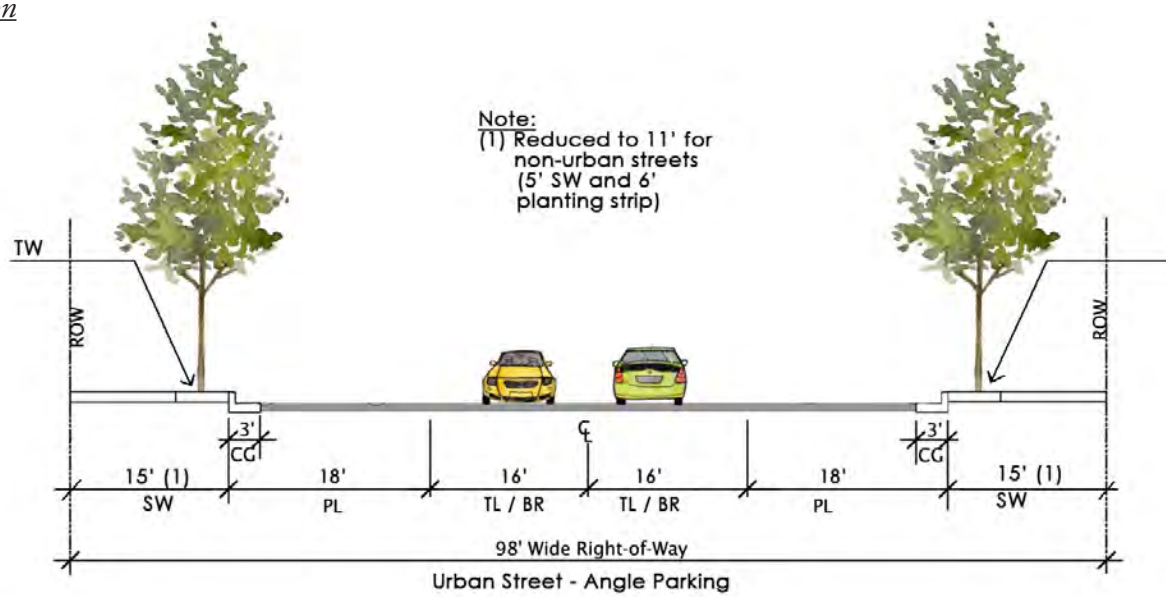
Parallel parking will also be provided in the Town Center.

Figure 7.20 Urban Street-Angle Parking (Collector-Street Section R)

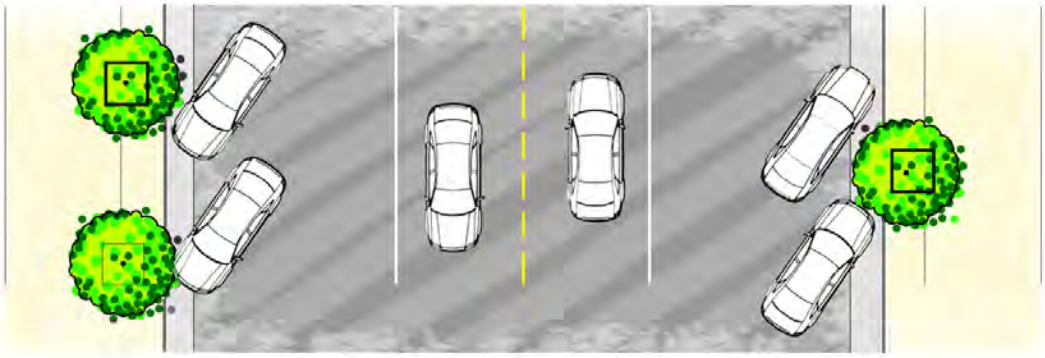
Key Map



Street Section



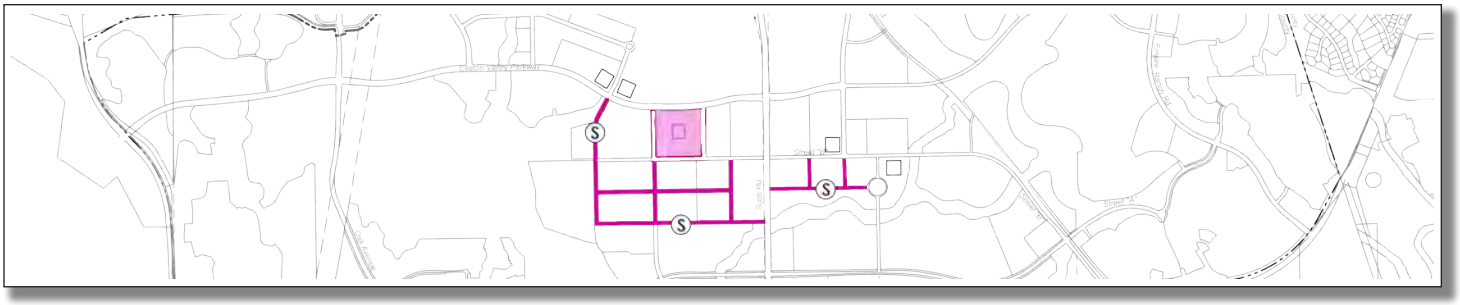
Plan View



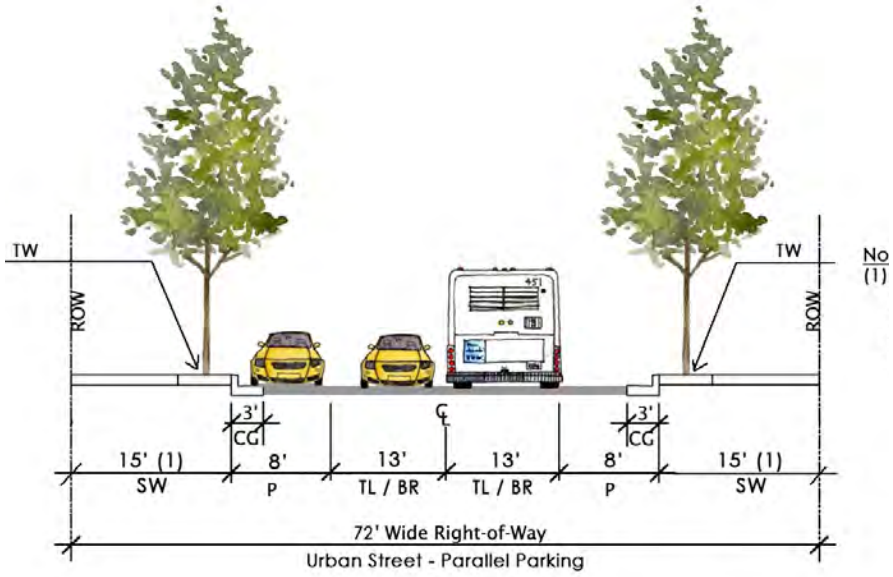
LEGEND		
Traffic Lanes (TL)	Class III Bicycle Route (BR)	Curb/Gutter (CG)
Sidewalk (SW)	Parking (P)	6' x 6' Tree Well (TW)

Figure 7.21 Urban Street-Parallel Parking (Collector-Street Section S)

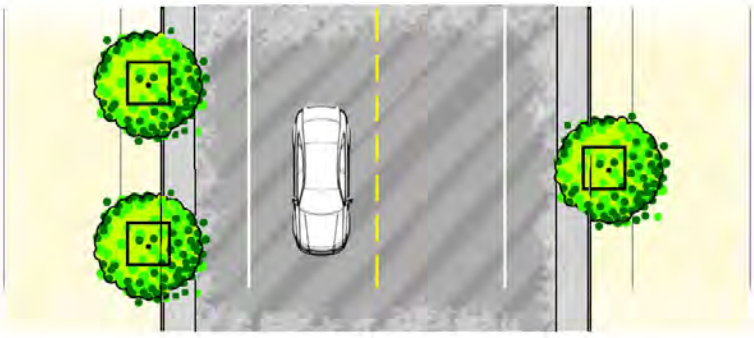
Key Map



Street Section



Plan View



LEGEND		
Traffic Lanes (TL)	Class III Bike Route (BR)	Curb/Gutter (CG)
Sidewalk (SW)	Parking Lane (PL)	6' x 6' Tree Well (TW)

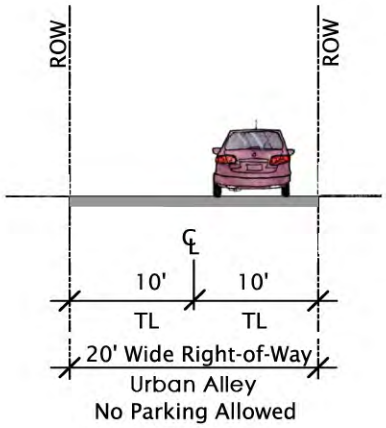
7.6.3 Urban Alleys

Urban Alleys provide emergency and service vehicle access to mixed use, commercial and industrial/office park loading areas. If Urban Alleys are provided, they shall be continuous through a block with no dead-ends allowed. The Urban Alley street section consists of a 20-foot paved travel lane (refer to Figure 7.22).

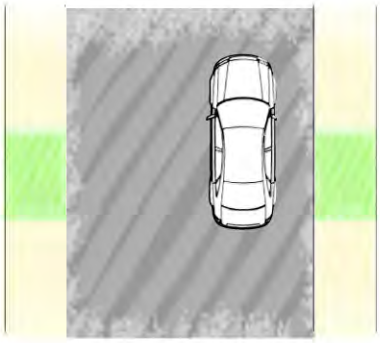
Example of an urban alley behind a mixed-use Town Center development.

Figure 7.22 Urban Alleys (Local Road-Street Section T)

Street Section



Plan View

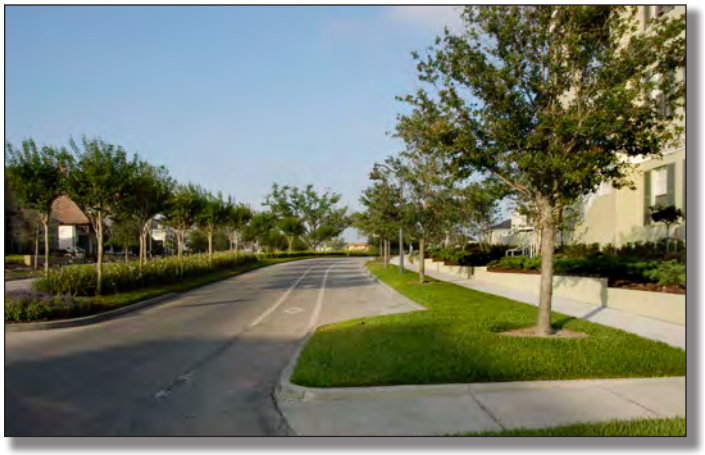


LEGEND
Traffic Lanes (TL)

7.7 RESIDENTIAL STREETS

Residential neighborhood streets make up the bulk of the circulation network in the FPASP. Local residential streets support low traffic volumes, provide direct access to adjacent properties and limit through traffic. Residential collector and minor collector streets route traffic from local streets within a neighborhood to an arterial road and may serve as entry roads to residential neighborhood. Residential streets may contain traffic calming features as discussed in subsection 7.3.7.

Local residential streets will accommodate two-way traffic, including emergency service vehicles, solid waste collection, and parking along both sides of the roadway (except for the hillside single-loaded street). The curb to curb width of local residential streets varies from 20-feet to 36-feet and includes four distinct road types (refer to Figures 7.24, 7.25, 7.26 and 7.27). The separated sidewalk section contains a landscape planting strip between the street and the sidewalk to create a safe environment for pedestrians and is the preferred street type for all multi-family residential neighborhoods and single family high density neighborhoods with garages accessed from a residential alley. The attached sidewalk section in the preferred street type for single family neighborhoods and for single family high density neighborhoods with garages accessed directly from the street.



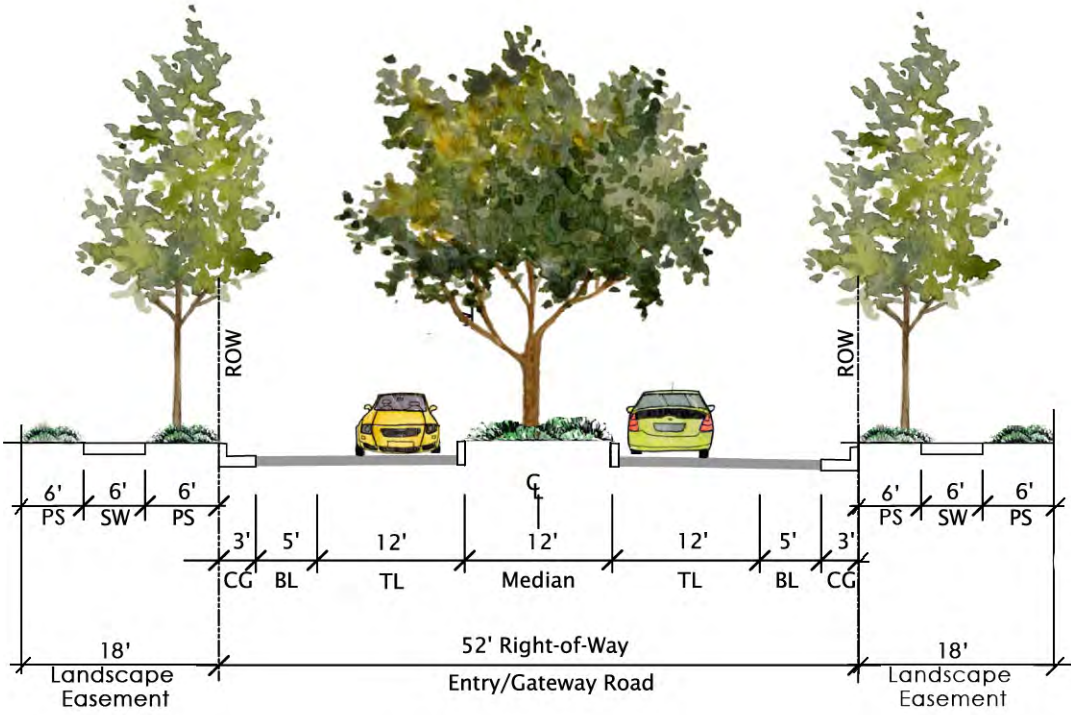
Example of an entry/gateway road

7.7.1 Entry/Gateway Collector Streets

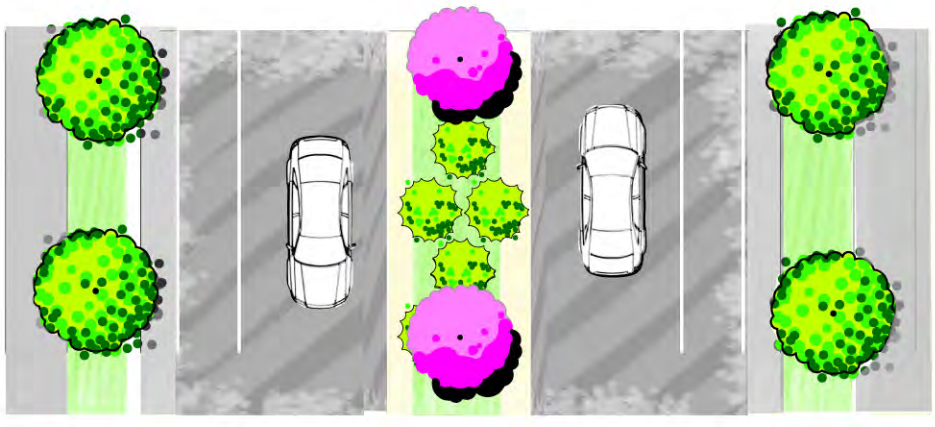
The entry/gateway collector road section may be utilized for either a residential or commercial development project. This road section consists of two travel lanes divided by a 12-foot landscaped median with Class II bike lanes and 18-foot landscape easements on both sides of the street that contain 6-foot planting strips and 6-foot sidewalks. Traffic calming features may be incorporated in entry/gateway collector streets to reduce vehicle speed. The median, planting strips and sidewalks are maintained by either a homeowners's association or a landscape and lighting district (refer to Figure 7.23).

Figure 7.23 Entry/Gateway Road (Collector Road-Street Section U)

Street Section



Plan View



LEGEND		
Traffic Lanes (TL)	Curb/Gutter (CG)	Sidewalk (SW)
Class II Bicycle Lane (BL)	Planting Strip (PS)	

7.7.2 Local Streets

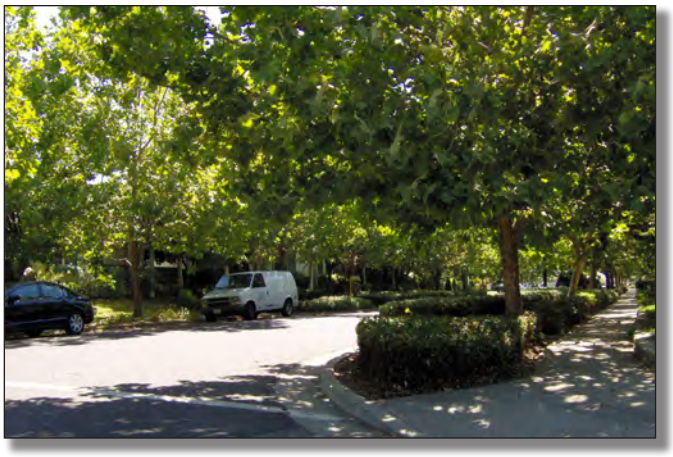
As previously described in subsection 7.3.6, local streets serve a portion of a neighborhood only and route traffic to a collector or minor collector street. Except for the modified single loaded hillside streets, the local street section consists of two undivided travel lanes and attached or separated sidewalks with parallel parking on both sides of the street. Cul-de-sac streets are included as an allowed local street in the FPASP subject to the restrictions of the FMC. The FPASP includes four types of local streets.

CITY OF FOLSOM STANDARD LOCAL STREETS

Separated Sidewalk Street: This local street section consists of two travel lanes in a 37-foot right-of-way, with 11-foot landscape easements on both sides of the street to accommodate a 6-foot planting strip, adjacent to the vertical curb, and a 5-foot wide sidewalk. The planting strip and sidewalk are maintained by either a homeowner's association or a landscape and lighting district (refer to Figure 7.24).

Attached Sidewalk Street: This local street section consists of two travel lanes in a 44-foot right-of-way, with rolled concrete curbs, and an integral 4-foot sidewalk on both sides of the street. The entire street section is city owned and maintained (refer to Figure 7.25).

Residential Alleys: This local street provides vehicular access to rear loaded garages in residential developments. Residential alleys shall be designed as livable spaces through the incorporation of landscaping and decorative fencing. The alley street section consists of a 20-foot wide travel lane with 5-foot landscaped strips on each side. Residential alleys are encouraged to be continuous through a block with parking prohibited; however, dead-end alleys are permitted but must be no more than 150-feet in length unless provided with an approved turn-around. Alleys may be publicly or privately owned; when they are publicly owned, they will be maintained by the City; when they are privately owned they will be maintained by a homeowner's association (HOA) or by a landscape and lighting district (refer to Figure 7.26).



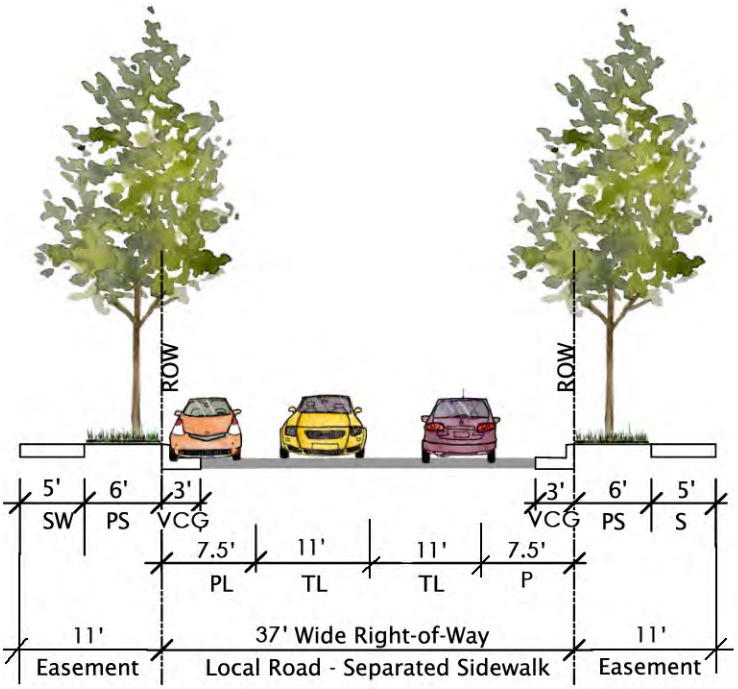
Example of a local residential street with separated sidewalks and on-street, parallel parking

Example of a local residential street with attached sidewalks

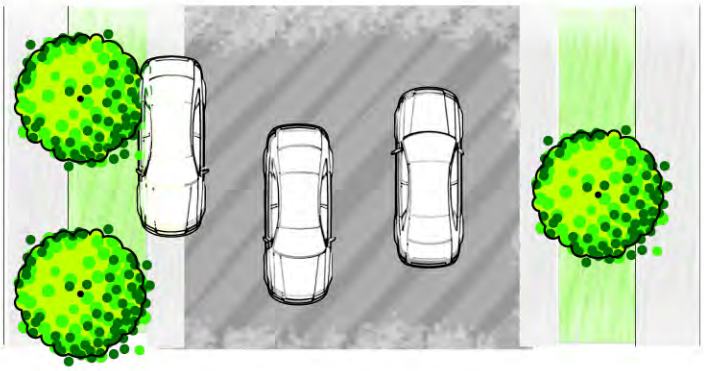
Example of a residential alley with landscaping and decorative fencing

Figure 7.24 Local Street-Separated Sidewalk (Local Road-Street Section V)

Street Section



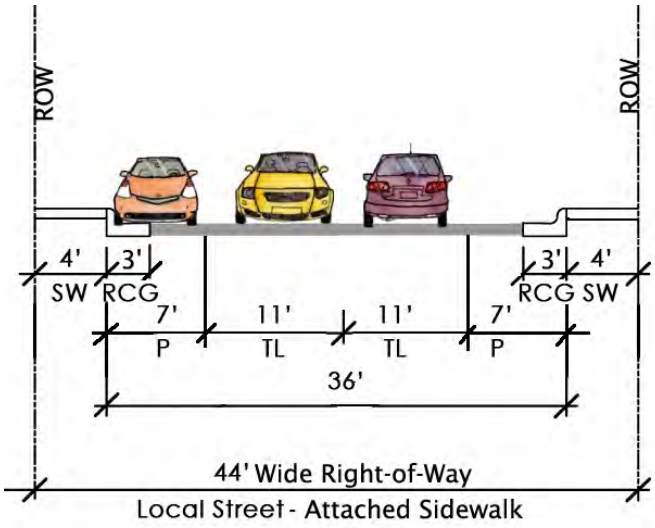
Plan View



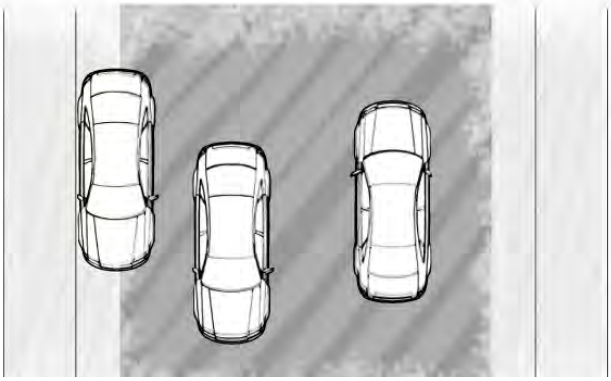
LEGEND		
Traffic Lanes (TL)	Planting Strip (PS)	Vertical Curb/Gutter (VCG)
Sidewalk (SW)	Parking(P)	

Figure 7.25 Local Street- Attached Sidewalk (Local Road-Street Section W)

Street Section



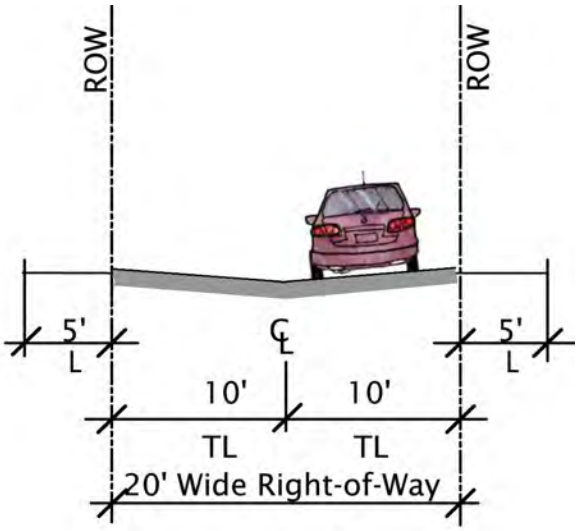
Plan View



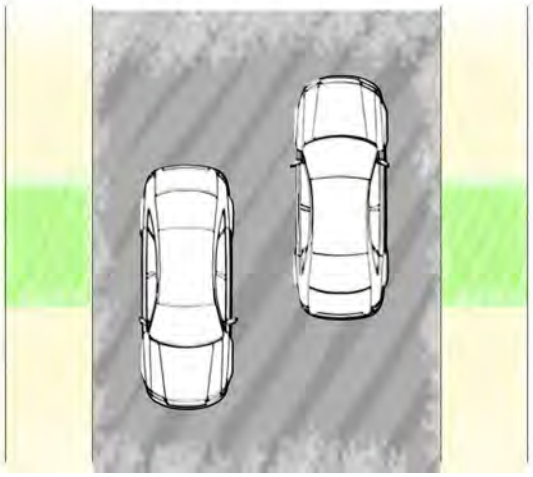
LEGEND	
Traffic Lanes (TL)	Rolled Curb/Gutter (RCG)
Sidewalk (SW)	Parking (P)

Figure 7.26 Residential Neighborhoods-Alleys (Local Road-Street Section Y)

Street Section



Plan View



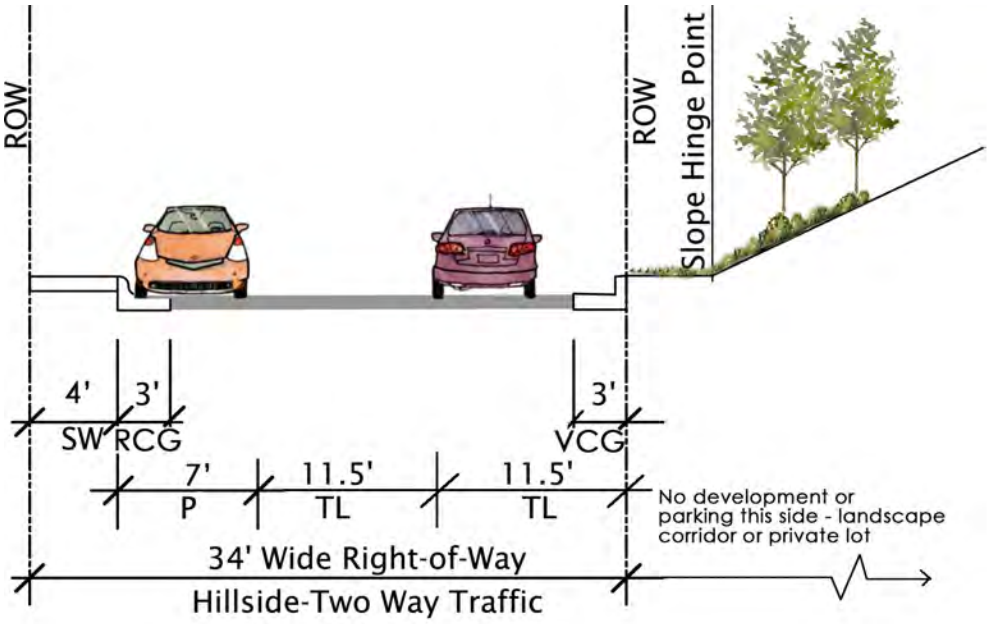
LEGEND
Traffic Lanes (TL) Landscaping (L)

CITY OF FOLSOM MODIFIED LOCAL STREETS

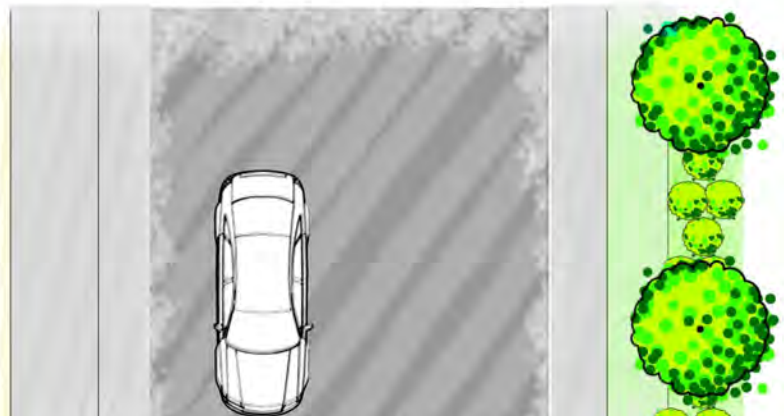
Single Loaded Hillside Street: This City of Folsom modified local street is utilized in hillside areas, primarily east of the Sacramento-Placerville Transportation Corridor as well as several smaller development parcels located adjacent to the oak woodlands and its use requires approval of the City of Folsom Fire Department during the tentative map approval process. The single loaded hillside street section restricts development and parking to one side of the street and consists of two travel lanes in a 34-foot right-of-way with rolled curb and gutter and attached sidewalk on one side of the street and vertical curb and gutter and no sidewalk on the non-developed side of the street. The adjacent non-developed property is either a privately owned and maintained double frontage lot or a landscape corridor commonly owned and maintained by a homeowner's association or a landscape and lighting district (refer to Figure 7.26).

Example of a hillside residential street with attached sidewalks

Figure 7.27 Hillside Neighborhoods-Single Loaded Street (Modified Local Road-Street Section X)



Street Section



Plan View

LEGEND		
Traffic Lanes (TL)	Parking (P)	Rolled Curb/Gutter (RCG)
Sidewalk (SW)		Vertical Curb/Gutter (VCG)

7.8 PUBLIC TRANSIT

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

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

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

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

7.8.1 Existing Transit Service

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

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

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

7.8.2 Public Transit Objectives and Policies

Public Transit Objectives

Circulation Objective 7.9

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

Circulation Objective 7.10

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

Public Transit Policies

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

7.10 Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus' service (refer to Figure 7.28 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Subsection 7.3 and Figures 7.3, 7.4, 7.13, 7.14 & 7.19.

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

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

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

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

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

7.8.3 Proposed Public Transit Plan

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

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

Example of a Transit Corridor

The FPASP transit plan refines the regional 'Hi Bus" concepts outlined in the RT master plan by designating a transit corridor and the necessary right-of-way for future travel lanes to accommodate express bus, enhanced bus or bus rapid transit service as future demand dictates. The transit corridor is proposed to run in the Easton Valley Parkway signature corridor from Prairie City Road to New Placerville Road, then south in the New Placerville Road Corridor to 'B' Street, then east in the 'B' Street corridor to Old Placerville Road, then southeast in the Old Placerville Road Corridor, to the southern boundary of the Plan Area at White Rock Road. An additional regional 'Hi Bus' corridor may be included in the future Capital Southeast Connector (White Rock Road) project.

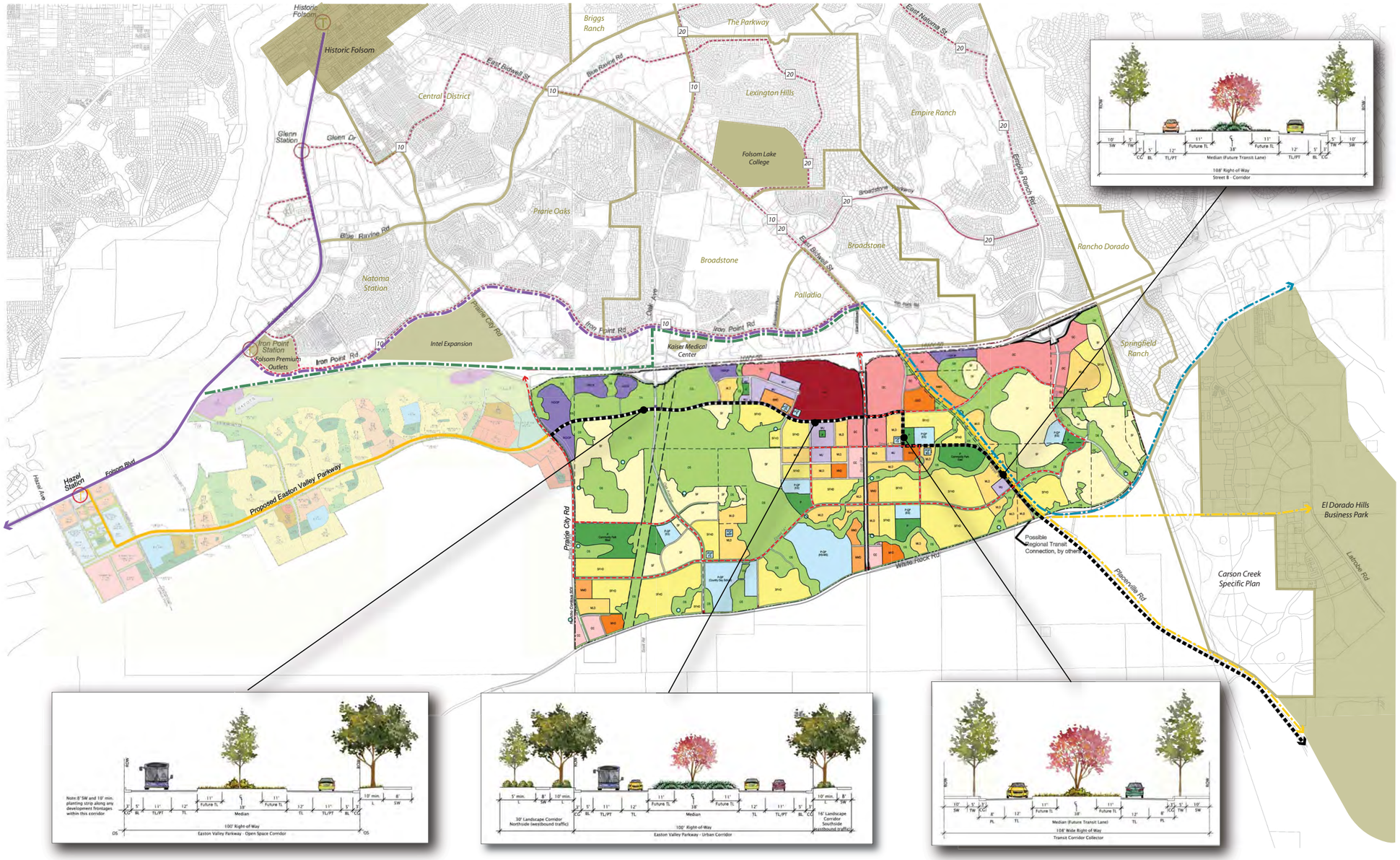
The entire Plan Area transit corridor includes a continuous 38-foot wide planted median that eventually, as transit demand increases, will be reduced to 16-feet to allow for the construction of 2 additional travel lanes for either dedicated or mixed flow regional 'Hi Bus" transit service (refer to Figures 7.3, 7.4, 7.13, 7.14 & 7.19). As discussed in more detail in the FPASP transit master plan, six potential transit stations are proposed for the Plan Area, primarily along Easton Valley Parkway and Scott Road. The regional commercial center and the Town Center is identified in the Transit Master Plan as an ideal possible site for a transit plaza that would serve as a major transfer point between local and regional bus service. Intelligent Transportation System technologies, such as signal priority schemes at lighted intersections that give transit vehicles priority on the roadway, may also be incorporated along

the corridor. Transit-oriented development (TOD) projects are especially encouraged along the transit corridor.

Local circulator bus routes, utilizing the transit corridor and other Plan Area signature corridors will provide public transportation links between Plan Area residential neighborhoods, commercial and employment centers and public facilities both within and beyond the boundaries of the Plan Area. Shuttle bus service may also be added to provide public transit access to nearby employment center such as Intel, ISO and the El Dorado Hills business park. Specific circulator bus routes are shown in Figure 7.28 and in the FPASP Transit Master Plan.

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

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



SECTION 7
TRANSIT CORRIDOR PLAN

- **Transit Corridor (for Plan Area)**
- **RT Express Bus Route (off-site)**
- **Existing City Transit Routes**
- **Transit Route Concept (for Plan Area)**
- **RT Light Rail Station (Gold Line)**
- **Neighborhood boundaries and planned areas**
- **Regional Destinations**

Planned Transit Corridor Alternatives

- **Iron Point Corridor**
- **North of US Route 50**
- **E. Bidwell/SPRR/White Rock/ Silva Valley**
- **E. Bidwell/SPRR/El Dorado Hills Business Park**

N

0 800 1600 2400

Figure 7.28 Transit Corridor Plan

7.9 SIDEWALK, TRAIL AND BIKEWAY NETWORK

The availability of sidewalks, trails and bikeways within a community promotes a healthy and viable alternative to vehicular travel. In order to implement Planning Principle 4, the FPASP proposes pedestrian-friendly, walkable streets that connect to internal and regional trail systems. Consistent with the policies and regulations of The California Bicycle Transportation Act, the Federal Transportation Equity Act (TEA 21) and the California Complete Streets Act of 2008, the FPASP proposes a comprehensive system of sidewalks, bikeways, and trails that connect various land uses within and enhance mobility throughout the Plan Area (refer to Figure 7.29).

7.9.1 Sidewalks, Trails and Bikeways Objectives and Policies

Sidewalks, Trails and Bikeways Objectives

Circulation Objective 7.11

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

Sidewalks, Trails and Bikeways Policies

7.13 A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.29 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.

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

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

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

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

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

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

7.20 Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.15.

7.9.2 Sidewalks and Trails

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

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

7.9.3 Bikeways

Consistent with the City of Folsom Bikeway Master Plan (FBMP), the FPASP incorporates a number of bikeway types including Class I bicycle paths, Class II bicycle lanes, and Class III bicycle routes as indicated in Figure 7.29 – Pedestrian and Bicycle Network.

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

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

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

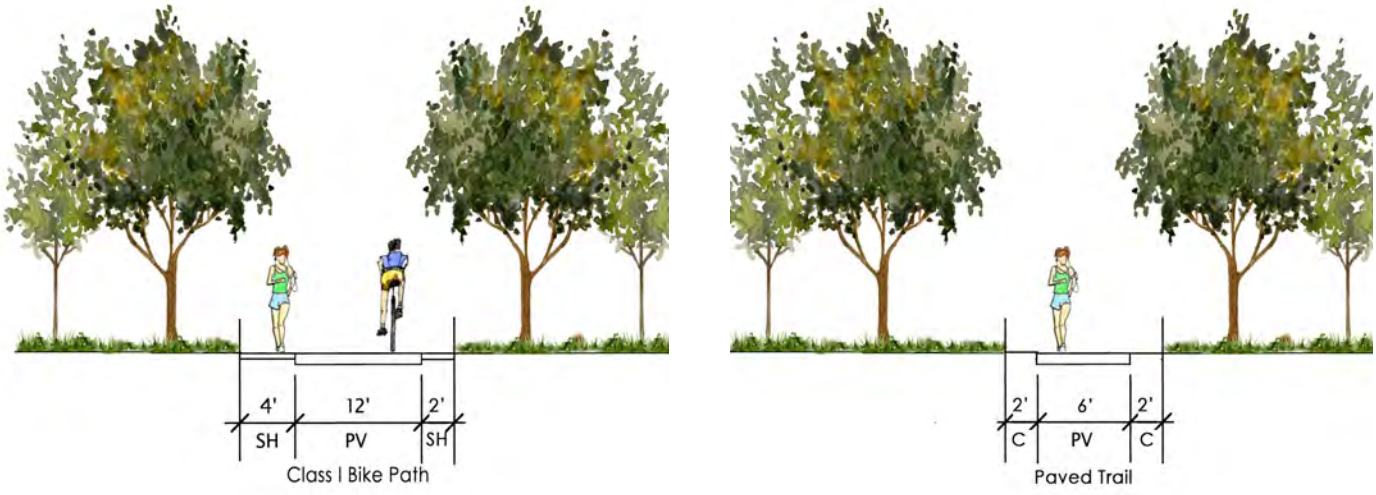
7.9.4 Bicycle Parking

The FPASP requires both short-term and long bicycle parking facilities for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.15. Three types of facilities are specified for long term bicycle parking storage and shall consist of either a 1) bicycle locker, 2) a locked room with access limited to cyclists only, or 3) a standard bicycle rack in a location that is monitored. Type II facilities provide for long term bicycle parking and use three point locking mechanisms on the rack. Type III facilities provide for short term bicycle parking without locking mechanisms on the rack; they rely on user supplied locks for security. Bicycle racks shall allow a cyclist to use padlock and chain, cable or U-shaped locks to secure a bicycle to the rack. Bicycle parking spaces shall be constructed of either asphalt, concrete or other durable hard surface material and be a minimum of 2-feet by 6-feet and include a 5-foot maneuvering space behind the bicycle.

Figure 7.29 Class I Bike Path

Figure 7.30 Paved Trail

Path Section



Plan View

LEGEND		
D. G. Shoulder (SH)	A.C. Pavement (PV)	Vegetation Clearance (C)

7.9.5 Sidewalk, Trail and Bikeway Crossings

Five new grade separated crossings (roads crossing over bike paths and trails) are provided in the Plan Area along the Alder Creek Class I bike path, to minimize the potential conflicts between vehicles, pedestrians and bicyclists (refer to Figure 7.29 –Pedestrian and Bikeway Network). At locations where grade separated crossing are not feasible, due to topographic constraints, flood plains and/or storm water detention basins, other design features will be utilized to guarantee pedestrian safety including midblock crossings with pedestrian activated traffic signals.

Traffic calming measures more fully described in subsection 7.3.7 may be used to enhance the safety of sidewalk and trail systems when they cross arterial and collector streets. Midblock crossings should be used on arterial and collector street when intersection spacing exceeds 600-feet in order to provide safe pedestrian crossings. Consistent with complete street design principles, design features such as medians, pedestrian refuge islands, curb extensions, pedestrian countdown signals and intersection corner islands may also be used to enhance pedestrian safety.

7.9.6 Equestrian Trail

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

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Bike Lane and Class 1 Trail Exhibit

FOLSOM PLAN AREA SPECIFIC PLAN

City of Folsom, California

March 25, 2010

MACKAY & SOMPS
CIVIL ENGINEERS, INC.
SACRAMENTO, CALIFORNIA (916) 929-6092

7919-00

8 Section Eight Open Space

8.1 INTRODUCTION

The FPASP exemplifies the philosophy that an interconnected framework of open space is essential to the development of a vibrant, livable community. The Plan Area includes over 1,000-acres of open space for the use and enjoyment of local residents as well as the preservation and protection of valuable natural resources including oak woodlands, Alder Creek and its preserved tributaries, wetlands, hillsides, cultural resources and scenic vistas (refer to Figure 8.1). The characteristics and elements included within the open space network are described in the following sections and in Section 10.2 – Resource Management.

8.2 MEASURE W AND FOLSOM CITY CHARTER ARTICLE 7.08C

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

The Plan Area consists of approximately 3,510 acres and is defined as the area bounded by U.S. Highway 50 the north, Prairie City Road to the west, White Rock Road to the south and the Sacramento/El Dorado County line to the east. Thirty percent of the Plan Area equals approximately 1,053.1 acres, which is the amount of land designated as open space in the FPASP.

8.3 OPEN SPACE PLANNING OBJECTIVES & POLICIES

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

Open Space Planning Objectives:

Objective 8.1

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

Objective 8.2

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

Objective 8.3

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

Objective 8.4

Ensure that open space is properly managed in perpetuity.

Open Space Planning Policies:

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

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

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

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

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

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

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

8.7a They include a paved path or trail,

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

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

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

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

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

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

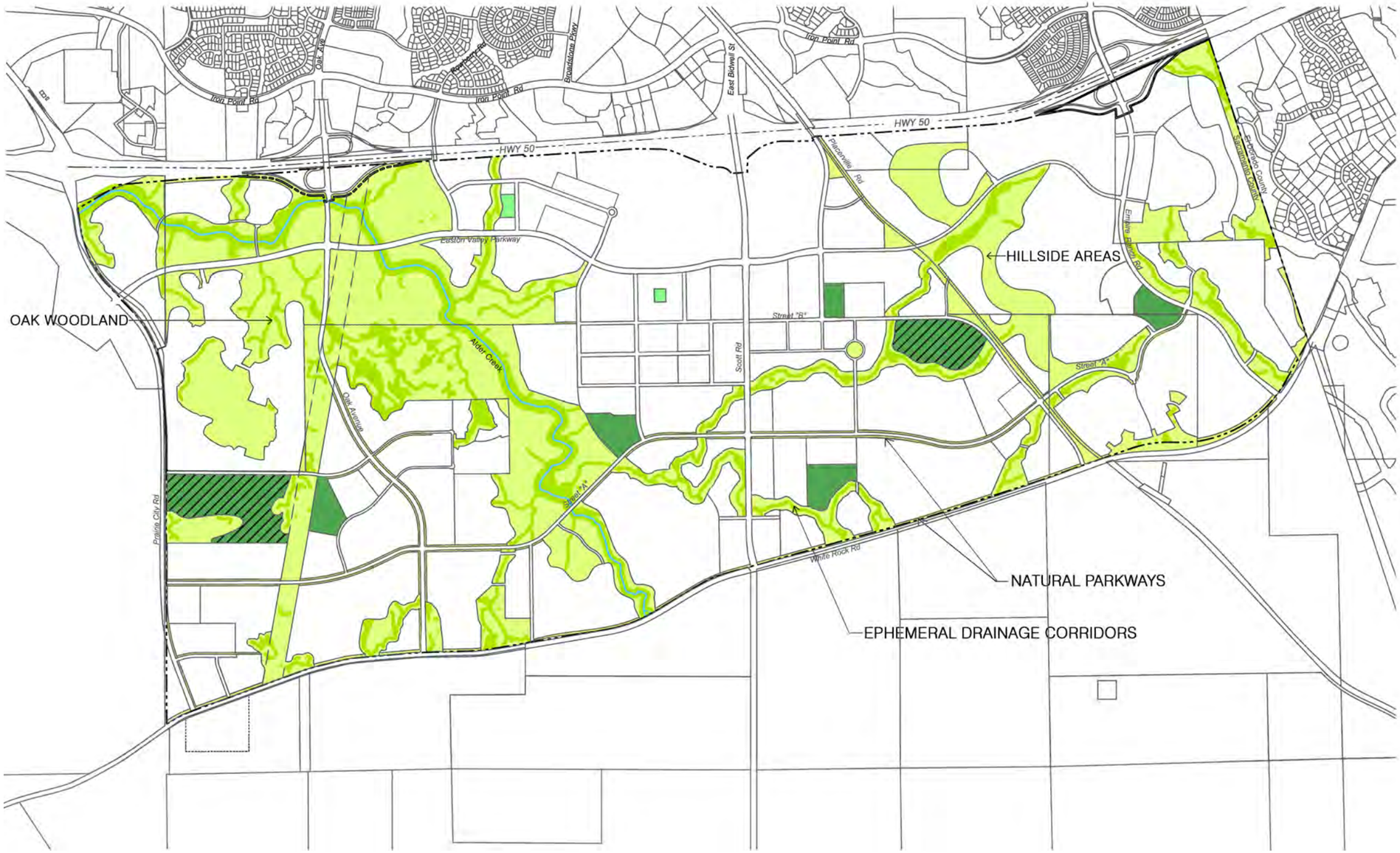
8.12 All open space improvements, including erosion control planting and landscaping, adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 – Alder Creek & Floodplain Protection.

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

8.14 The FPASP Community Design Guidelines shall include recommendations for the

SECTION 8

OPEN SPACE PLAN



Passive Open Space
Preserve Open Space

Open Space
30% of Plan Area

Neighborhood Parks*

Community Parks*

Local Parks*

*Parks shown to indicate the links between open space and parks. Dedicated park land is not part of open space.

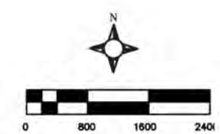


Figure 8.1 OPEN SPACE PLAN

design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities

8.4 OPEN SPACE PLANNING CONCEPTS

The FPASP open space plan exemplifies Planning Principal 2 (Enhancing the Natural Environment) and SACOG Smart Growth Principal 6 (Natural Resource Conservation) not only in protecting and preserving sensitive natural resources in the Plan Area, but also by ensuring that these resources can be used to provide outdoor recreation and education opportunities for Plan Area residents (refer to Section 4.8.6 for a description of the open space land use designation).

The FPASP open space plan also exemplifies Planning Principle 4 (Transportation Options) by providing a complete network of Class I bike paths and trails that provide an alternative means of non-vehicular transportation and a resultant decrease in vehicular miles traveled (VMT), as well as open space connectivity throughout the entire Plan Area.

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

8.4.1 Oak Woodlands

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

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

8.4.2 Alder Creek & Intermittent Tributaries

Alder Creek and its tributaries, together with the oak woodlands, comprises the most biologically diverse and significant natural resource in the plan area. The majority of Alder Creek is currently inaccessible to the public and can only be viewed at the intersection of Prairie City Road at Highway 50 and at one other location along White Rock Road. In addition to Alder Creek, a number of its intermittent tributaries bisect the Plan Area. These seasonal drainages

are devoid of vegetation, contain water only during the rainy winter and spring months and are dry, rocky- bottom swales during the summer.

The FPASP proposes to construct the Alder Creek Class I bike path to make the Creek more accessible to the public and to provide a trail linkage to the proposed regional open space south of the Plan Area (Refer to Figure 8.2). The Alder Creek polices outlined in Section 10.2.6 will guide preservation and enhancement activities within the Alder Creek corridor. Moreover, the Alder Creek Watershed Management Action Plan will offer additional guidance on preservation and protection of the Alder Creek corridor.

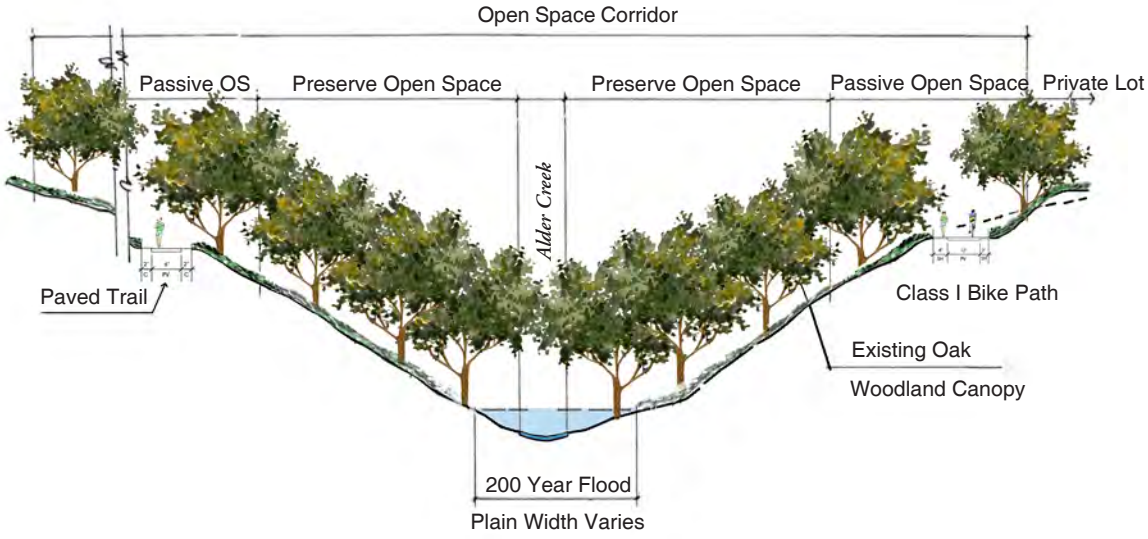


Figure 8.2 Alder Creek Open Space Corridor

Alder Creek and its tributaries that are to be preserved are incorporated in open space corridors that will be planted with California central valley and foothills native plants. Additionally, the SP-OS2 passive open space zone will include Class I bike paths, paved and unpaved trails, and other passive recreation amenities designed to provide pedestrian linkages between neighborhoods and make the open space accessible to Plan Area residents (Refer to Figure 8.3).

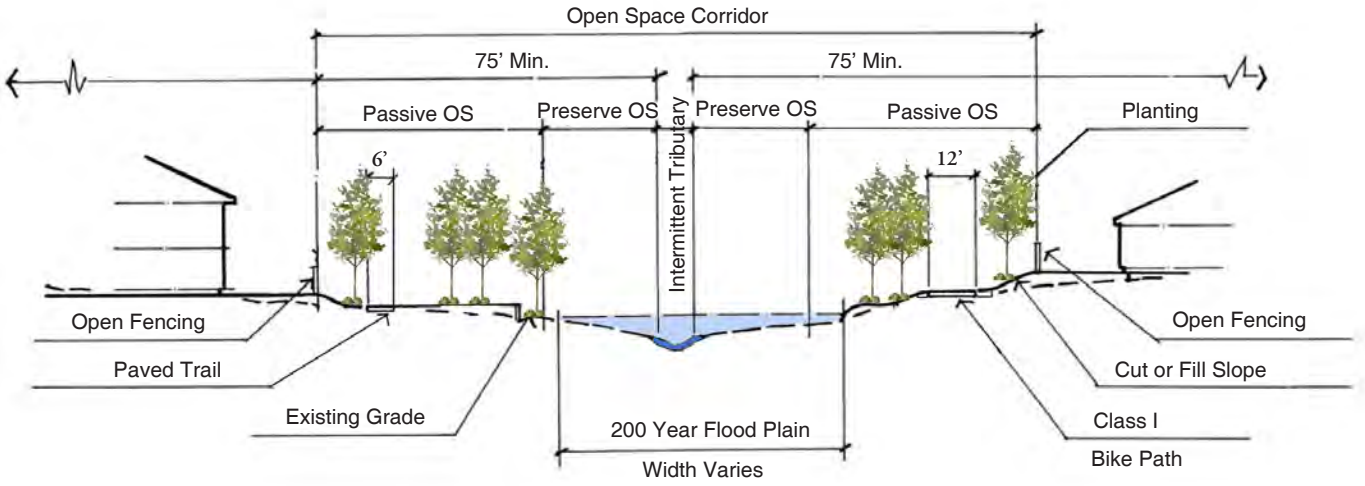


Figure 8.3 Open Space Corridor with Intermittent Tributary

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

8.4.3 Natural Parkways

Preservation of the oak woodlands, Alder Creek and its tributaries is insufficient to fully encourage and enable Plan Area residents to use all of the open space areas. To provide additional open space linkages, the FPASP proposes the creation of natural parkways that will provide additional pedestrian connections from neighborhoods to larger open space areas throughout the entire Plan Area (Refer to Figure 8.4). The FPASP defines natural parkways by width, planting and trail type. Natural parkways shall be a minimum of 30-feet in width and be landscaped predominately with California central valley and foothills native plants arranged in organic forms featuring rock formations, groupings of trees and shrubs and native grasses and groundcovers. Natural parkway plantings will transition to ornamental plantings at project entries, but still maintain a natural theme. Additionally, natural parkways will include a meandering 6-foot wide paved trail that will link the various residential neighborhoods within the Plan Area to the remainder of the open space areas. Natural parkway design criteria, including recommended plant lists and construction details are included in the FPASP Community Design Guidelines.

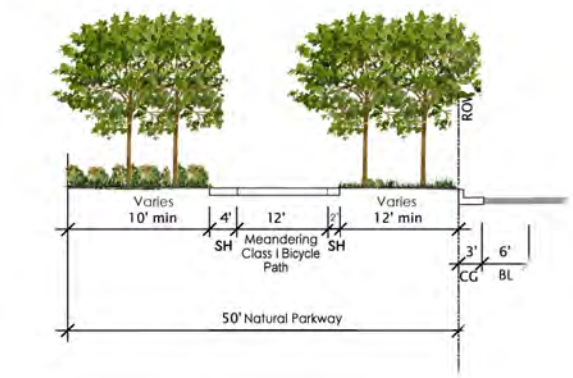


Figure 8.4 Natural Parkway

8.4.4 Hillside Areas

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

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

8.5 OPEN SPACE INTERFACE

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

8.6 OPEN SPACE ZONING CATEGORIES

The Plan Area has two distinct open space zoning categories within the open space land use designation (refer to Figures 4.2) The first zone, preserve open space (SP-OS1), is the more restrictive of the two and is intended to preserve and protect the wetlands, vernal pools, ponds, creeks and intermittent tributaries, under jurisdiction of the U.S. Army Corp of Engineers. The second zone, passive open space (SP-OS2) is less restrictive then the first and is intended to provide passive recreation uses including but not limited to walking, hiking and bicycling on designated walkways or trails that may be paved or unpaved. The exterior boundary of the passive open space zone will be finalized at the tentative map stage; however, in no event will the total amount of open space be less than 30% of the total Plan Area acreage.

Each open space zoning category is unique and will have different responsible regulatory agency requirements and a distinct set of maintenance and monitoring requirements. A full list of permitted uses and development standards for the two open space categories is provided in Appendix A.2.2.6. Ownership, funding and maintenance of both open space zones are described in the FPASP Open Space Management Plan. The SP-OS1 and SP-OS2 zoning categories are consistent with the FPASP open space land use designation.

8.7 OPEN SPACE OWNERSHIP AND MANAGEMENT

Ensuring the long term viability of the open space is an important objective of the FPASP. Accordingly, an Open Space Management Plan has been prepared for the Plan Area that describes the ownership, funding and necessary maintenance plans to ensure the long term preservation of the Plan Area open space.

9 Section Nine Parks

9.1 INTRODUCTION

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

9.2 PARK PLANNING OBJECTIVES & POLICIES

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

Park Planning Objectives:

Objective 9.1

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

Park Planning Policies:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9.3 PARK PLANNING CONCEPTS

Providing community, neighborhood and local parks with a full range of active and passive recreational uses is a FPASP priority. Two community parks, serving the needs of multiple neighborhoods are provided within the Plan Area. Six neighborhood parks, five of which are located adjacent to elementary schools, meet the recreational needs of neighborhood residents and provide and promote joint use activities with the Folsom Cordova Unified School District. Two local parks are located in the Town Center and the Entertainment Zone to serve as public gathering areas. Additional local parks, beyond those required for park land dedication, are allowed in the Plan Area. Residential subdivisions of 200 units or more that are not located immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas, and unprogrammed open turf areas. Such local parks shall be maintained by a Landscape and Lighting District or Homeowner's Association. Such parks shall not receive or provide substitute parkland dedication credit (Quimby Act) beyond that described and provided in this chapter. Additional local parks will provide a higher level of park service to the immediate residents of a subdivision and will serve to minimize driving trips between neighborhoods.

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

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

Additional recreational facilities, that do not have needs ratios, may be provided and include, but are not limited to: skate parks, bmx bike parks, interactive water features, group picnic areas, outdoor performance amphitheaters, disc golf courses, children's playgrounds, dog parks, volleyball courts, synthetic turf fields, and lighting for nighttime use as approved by the city council.

Table 9.1
Sports Facilities Needs [1]

Facility	Ratio [2]	FPASP Needs [3]
Little League	1 per 4,923	5.0
Senior Little League	1 per 64,000	0.5
Youth Softball	1 per 8,000	3.0
Adult Baseball	1 per 21,333	1.0
Adult Softball	1 per 12,800	2.0
Youth Soccer (U10-)	1 per 5,818	4.0
Adult Soccer (U12+)	1 per 3,368	7.0
Youth Football	1 per 32,000	1.0
Outdoor Basketball	1 per 4,000	6.0
Tennis	1 per 3,368	7.0

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

[2] Current City of Folsom standard

[3] Rounded to the nearest whole number

9.3.1 Community Parks

Community parks provide recreational opportunities for larger scale; community oriented active and passive recreational uses such as community centers and sports fields and typically range in size from 20 to 50-acres and have a service area radius of one mile. Two community parks totaling 70.6 acres are proposed for the Plan Area. Because of their size and location, these parks have the ability to provide Plan Area wide recreational features and to serve multiple neighborhoods (refer to Figure 9.1 for proposed community park locations).

Community Park East (Parcel 125): Located in the eastern portion of the Plan Area, adjacent to Street 'B' and two open space corridors, Community Park East is envisioned as accommodating a range of active recreation uses including but not limited to adult baseball and softball, Little League baseball and youth softball; adult and youth soccer, youth football; and other outdoor activities such as swimming, basketball, tennis and sand volleyball. Passive recreational uses

may include picnicking, strolling and exercising. Community Park East is planned for Plan Area residents will include permanent restroom facilities, parking, lighted sports facilities for nighttime use, miscellaneous site furnishings, and a community/aquatic center.

Community Park West (Parcel 8): The vision for Community Park West is for more intensive active uses, including, but not limited to youth baseball and softball, adult baseball and softball, soccer fields, basketball and tennis courts and picnic areas. Restrooms and lighted sports facilities will be provided for night time use. Community Park West is located adjacent to Prairie City Road due to the active nature of the facilities.

9.3.2 Neighborhood Parks

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

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

Approximately 47.6-acres of neighborhood parks are proposed within the Plan Area. The sizes of individual parks vary from 5 to 11.7 acres. Neighborhood parks shall be easily accessible for pedestrians and will be linked to homes via sidewalks, open space corridors and trails. Numerous active and passive uses are appropriate and may include active outdoor recreation uses such as soccer, youth baseball, playgrounds, and basketball. Permanent facilities may include restrooms, parking, field lighting, site furnishings and group picnic tables.

Neighborhood Park 1 *(Parcels 92 & 168):* Located in the eastern portion of the Plan Area, adjacent to Empire Ranch Road, and Street 'A', and an Elementary School, this Neighborhood Park site of 10.3 acres offers spectacular views of the Sacramento valley to the south and east.

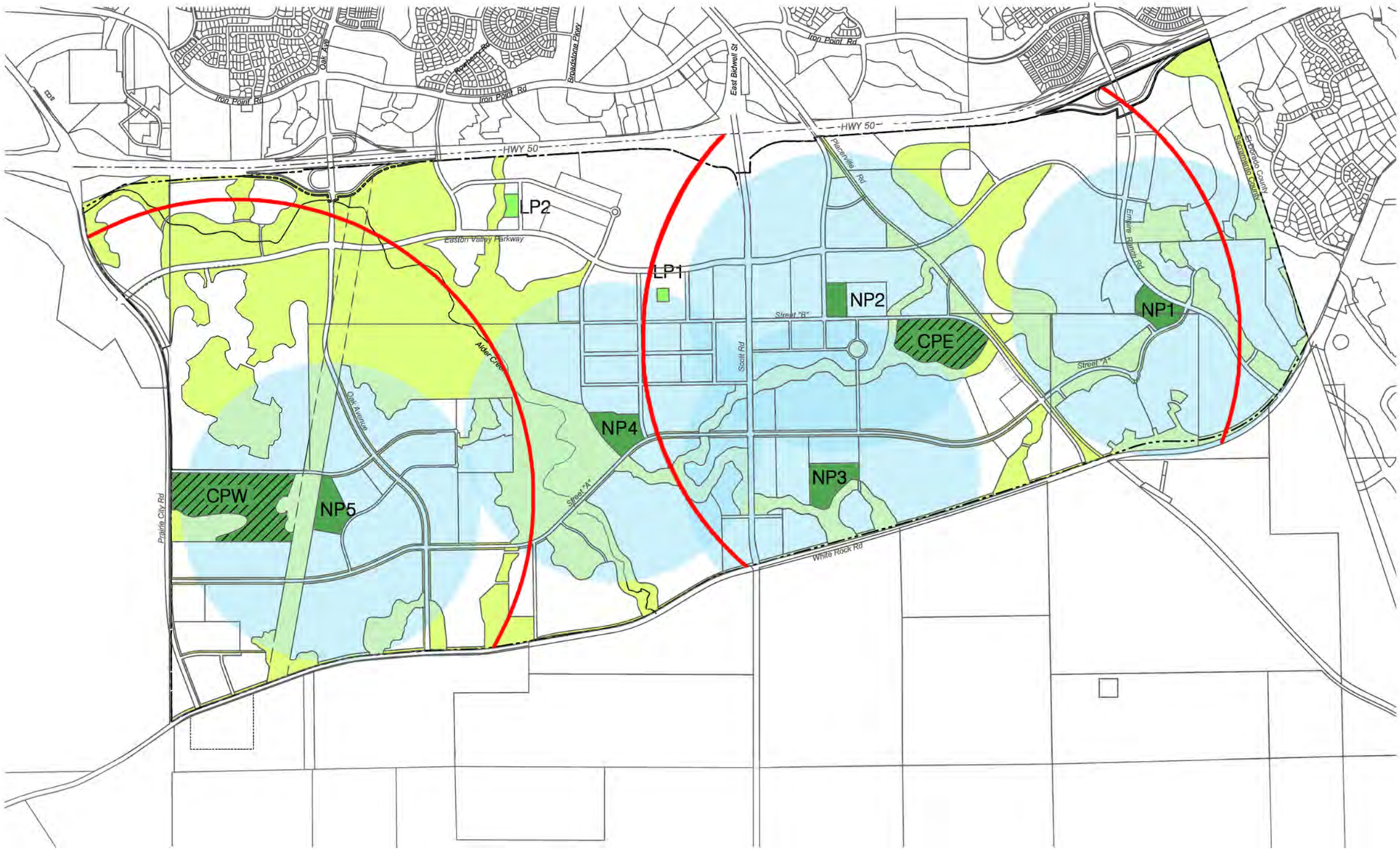
Neighborhood Park 2 *(Parcel 60):* Located in the north central portion of the Plan Area, adjacent to and Street 'B' and an Elementary School, this Neighborhood Park site of 5.0 acres is located within walking distance of the transit corridor and a mixed-use neighborhood center.

Neighborhood Park 3 *(Parcel 113):* Located in the south central portion of the Plan Area, adjacent to two Open Space corridors and an Elementary School, this Neighborhood Park site of 11.7 acres offers direct pedestrian access to an open space corridor and will provide recreational amenities for a nearby high density residential development.

Neighborhood Park 4 *(Parcel 140):* Located in the central portion of the Plan Area, adjacent to Street 'A', Oak Woodland Open Space and an Elementary School, this Neighborhood Park site of 10.6 acres offers direct pedestrian access to the major Plan Area open space feature.

Neighborhood Park 5 *(Parcel 20):* Located in the most western portion of the Plan Area, adjacent to a local street, and an Elementary School, this Neighborhood Park site of 10.0 acres offers direct pedestrian access to a major linear open space corridor.

Section 9
PARKS PLAN



Open Space *

Neighborhood Parks

Community Parks

Local Parks

1/2 Mile Radius Neighborhood Park Service Ares

1 Mile Radius Community Park Service Area

*Open Space shown to indicate the link between open space and parks. Open Space not included in park land dedication.

Figure 9.1 Parks Plan

9.3.3 Local Parks

Local Parks (designated mini-parks in the General Plan) are specialized facilities that usually serve a concentrated or limited population or specific group. Local parks may feature music/ live performance facilities, children's play areas, quiet game areas, landscaping, community event/gathering areas, neighborhood gardens, seating and some limited active recreation uses such as half-court basketball or volleyball. Typically, local parks range in size from 1 to 3 acres. Local parks are included in the park land dedication calculation shown in Subsection 9.4. Local Parks 1 and 2 are shown on Figures 4.1 and 9.1.

Additional local parks are not required; however, they are allowed and encouraged in the Plan Area and when they are provided, they will be either centrally located within individual residential neighborhoods to provide nearby residents with recreation amenities or sited adjacent to open space areas to provide pedestrian access to the open space.

Additional local parks may be located within private-gated communities to specifically serve those neighborhoods, and in such cases, the parks will be privately owned and maintained by a Homeowner's Association. Some local parks located in non-gated neighborhoods will be owned and maintained by the City, a homeowners association or a community facilities district under the terms of a Lighting and Landscaping District or a Community Facilities District to be formed at the time the final subdivision is recorded. Property owners may construct additional local parks in a turnkey fashion.

Local Park 1 *(Parcel 55), Town Center:* Located in the Town Center, this Local Park of 1.2 acres will serve as the main public gathering space for the Town and may include amenities such as a fountain, seating, hardscape play area, group picnic area, and restrooms. (refer to Section 6 for additional details of the Town Center).

Local Park 2 *(Parcel 47), Entertainment Zone:* Located in the Northern portion of the Plan Area, adjacent to a local road, an Open Space Corridor, and a mixed use Entertainment District, this small Local Park of 2.3 acres will serve as the main public gathering space for the Entertainment Zone and may include amenities such as seating, fountains, hardscape play areas, picnic area, and restrooms. (refer to Section 6 for additional details on the Entertainment Zone).

9.4 PARK LAND DEDICATION

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

General Plan Policy 35.12 and Municipal Code Section 16.32.040 set the minimum standards for parks, open space and recreation facilities in the City of Folsom at five acres per thousand population (5 acres per 1,000 persons). The Municipal Code further defines the formula for dedication of land for parks as follows:

$$\text{Average number of persons per dwelling unit} \times \frac{\text{5 (Park Acreage Standard)}}{\text{1,000 (Population)}} = \text{Minimum Park acreage dedication per dwelling unit}$$

Population density shown in Table 9.2 has been established in Municipal Code Section 16.32.040 pursuant to Section 66477 (b) of the California Government Code. Using the Table 9.2 formula, and the plan area estimate of 10,210 dwelling units, the FPASP is required to dedicate 121.7 acres of park land, as shown in Table 9.3. The Plan Area satisfies park land dedication requirements and General Plan park acreage standards by providing ample park land in the form of community, neighborhood and local parks as shown in Table 9.4.

Table 9.2 (Municipal Code Section 16.32.040)
Park Land Dedication Formula

Type of Dwelling	Average Population/DU	Park Acreage/DU (5-acre standard)
Single Family	2.92	0.0146
Duplex	2.28	0.0114
Multi-family	1.94	0.0097
Mobile Home	1.61	0.0081

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

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

Table 9.3
Required Park Land Dedication

Type of Dwelling	No of Units	City Standard Ac. Per Dwelling Unit	Required Quimby Park Acreage
Single Family	4,620	0.0146	67.5
Multi-Family	5,590	0.0097	54.2
Totals	10,210		121.7

Table 9.4 FPASP Park Land Dedication		
Community Park West	44.5	
Community Park East	26.1	
Subtotal Community Parks		70.6
Neighborhood Park 1	10.3	
Neighborhood Park 2	5.0	
Neighborhood Park 3	11.7	
Neighborhood Park 4	10.6	
Neighborhood Park 5	10.0	
Subtotal Neighborhood Parks		47.6
Local Park 1	1.2	
Local Park 2	2.3	
Subtotal Local Parks		3.5
Total FPASP Net [1] Park Land Dedication		121.7

[1] Consistent with General Plan Policies 35.8 and 35.9, net park land dedications exclude easements, wetlands, public right-of-ways, and steep slopes or structures.

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10 Section ten
Resource Management & Sustainable Design

10.1 INTRODUCTION

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

10.2 RESOURCE MANAGEMENT

The Plan Area includes over 1,000-acres of open space preserves for the preservation and protection of valuable natural resources including oak woodlands, creeks, intermittent drainages, wetlands, hillsides, cultural resources and scenic vistas. The following subsections describe in detail the Plan Area's natural resource and the objectives and policies that will be used to preserve and manage the resources in perpetuity. In addition to the Plan Area resource management policies, the FPASP EIR/EIS mitigation measures and the FPASP Operational Air Quality Mitigations Plan will also be instrumental in preserving and managing natural resources.

10.2.1 Wetlands

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

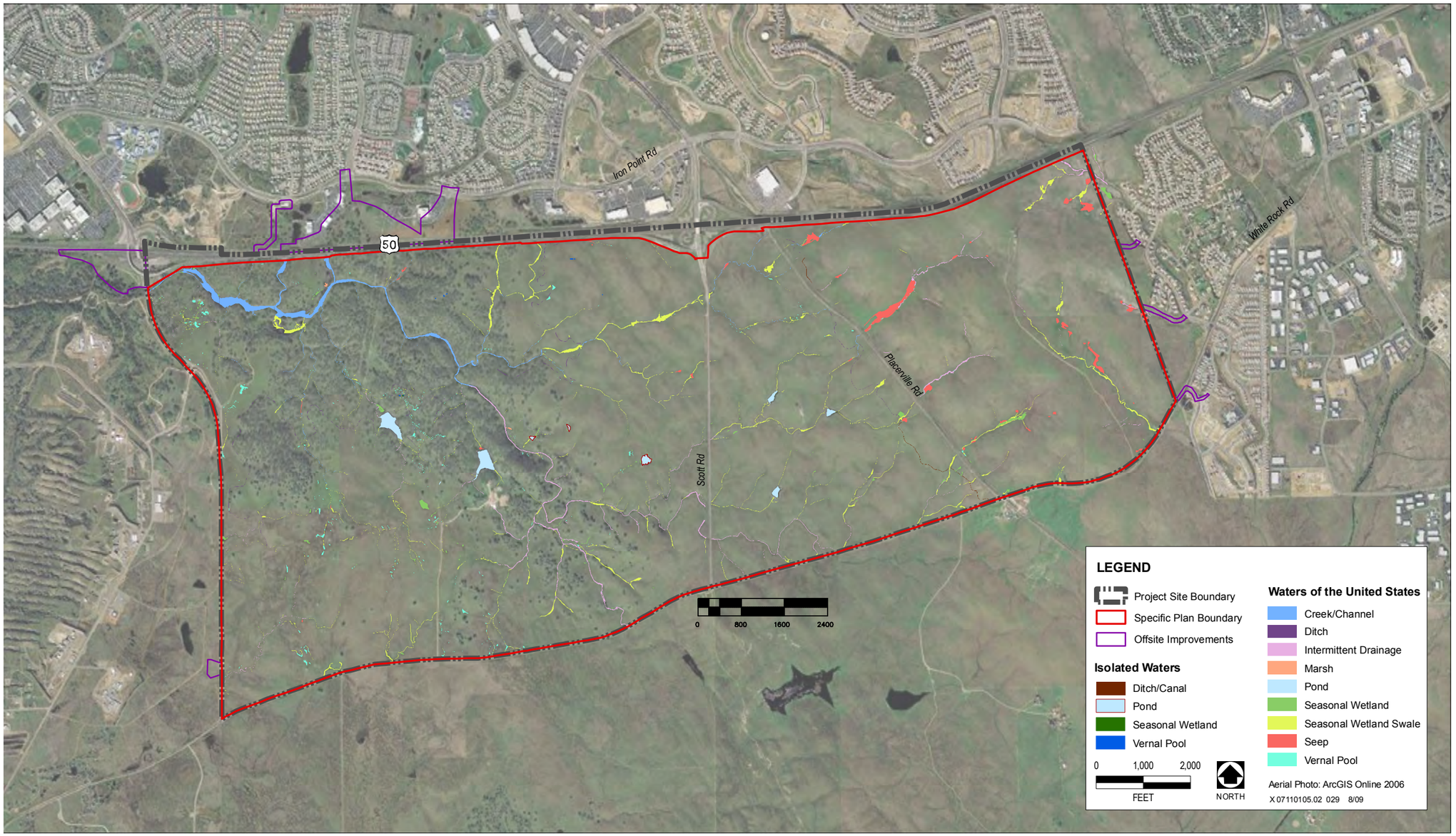
In addition to waters of the United States, the Plan Area also contains isolated wetlands that do not fall with the USACE jurisdiction, but may be subject to California's Porter-Cologne Act and regulated by the Central Valley Regional Water Quality Control Board (RWQCB). These wetlands include 0.03 acres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

Types of Wetlands

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

- ***Depressional wetlands*** are concentrated in the western portion of the Plan Area, particularly in the northwest corner, and along the drainage area west of the oak woodlands and include:
    - Vernal Pools. Approximately 4.67 acres of vernal pools are located in the Plan Area, with most concentrated primarily within the blue oak woodland in the western third of the Plan Area and a few scattered elsewhere. Vernal pools are natural ephemeral wetlands that form in shallow depressions underlain by a soil layer near the surface restricting the percolation of water. Vernal pools are supported by direct precipitation and surface runoff. They pond during the wet season and typically become dry by late spring. Vernal pools are typically characterized by a high percentage of native plant species, many of which may be endemic (restricted) to vernal pools.
    - Ponds. Nine stock ponds, consisting of approximately 7.72 acres, are located in the Plan Area. The ponds have been created through impoundment of stream channels and excavated basins, and are typically inundated year-round.
    - Freshwater marshes. Approximately 0.21 acres of freshwater marsh are present in the Plan Area. A freshwater marsh is an emergent wetland plant community occurring in areas that are permanently or nearly permanently inundated, and are associated with drainage channels in the Plan Area.
    - Seasonal wetlands. There are approximately 25.48 acres of seasonal wetland swales and 4.66 acres of depressional seasonal wetlands scattered throughout the Plan Area in topographic depressions and swales. Hydrologically, seasonal wetlands are similar to vernal pools because they remain inundated or saturated for extended periods during winter and spring.
    - Seeps. There are approximately 10.80 acres of seeps present, primarily in the eastern portion of the Plan Area interspersed with annual grassland habitat. Freshwater seep communities occur on sites with permanently moist or wet soils resulting from daylighting groundwater.

Section 10
EXISTING WETLANDS



: ECORP 2008, RM Design Group 2008

Figure 10.1 Existing Wetlands

- *Slope wetlands* in the Plan Area are limited to certain slopes east of Placerville Road.
- ***Riverine wetlands*** consist primarily of portions of Alder Creek and its tributaries, as well as intermittent creek channels and ditches unconnected to the Alder Creek system, as follows:
    - Creek channels. There are 17.19 acres of perennial creek channel and 11.72 acres of intermittent creek channel scattered throughout the Plan Area. Alder Creek is an intermittent to perennial creek that transects the Plan Area from the south-central portion at White Rock Road to the northwest corner at Prairie City Road, flowing generally in a northwesterly direction. Portions of Alder Creek that receive runoff from the developed area of Folsom north of Highway 50 support surface flow all year because seasonal creek and base flows are supplemented by year-round runoff (typically associated with landscape irrigation), but upstream segments of the creek, within the Plan Area, are intermittent. Intermittent creek channels support flowing water through winter and spring, but dry-up by summer. Many of the other intermittent channels present in the Plan Area are tributary to Alder Creek.
    - Manmade ditches. Approximately 2.36 acres of ditches are present throughout the Plan Area. Ditches are excavated channels surrounded by small earthen levees. Some manmade ditches are relics from historic prospecting activities, while others may have been excavated to transport irrigation water.
- ***Other Waters of the United States*** includes portions of intermittent creek channels in the Plan Area not otherwise designated as riverine wetlands, as well as several ponds not designated as depressional wetlands.

Wetland Objectives and Policies

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

Wetlands Objectives

Objective 10.1

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

Objective 10.2

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

Wetlands Policies

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

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

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

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

10.4a Constructed wetlands within designated open areas or corridors in the Plan Area;

10.4b Wetland credits purchases from a mitigation bank; and/or

10.4c The purchase of land at an off-site location to preserve or construct mitigation wetlands.

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

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

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

10.2.2 Wildlife

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

Wildlife Objectives

Objective 10.3

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

Wildlife Policies

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

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

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

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

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

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

10.2.3 Oak Woodlands & Isolated Oak Trees

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

As required by the City of Folsom charter, the FPASP preserves thirty percent of the Plan Area in perpetual open space that will encompass valuable natural resources such as oak woodlands, Alder Creek and its tributaries, wetlands, hillsides and other sensitive habitat areas. The FPASP uses the California Oak Woodlands Conservation Act of 2001 definition of oak woodlands as "oak stands with a greater than 10% canopy cover." As previously described in Section 8 – Open Space, the oak woodlands[1] and the isolated oak trees are located exclusively in the western section of the Plan Area (west of Scott Road) and consists of 642-acres of oak woodlands habitat with a canopy cover of 249.8 acres (approximately 39% canopy cover). Additionally, the Plan Area contains 10.2-acres of isolated oak tree canopy that is not classified as oak woodlands because it has less than 10% canopy cover (refer to Figure 10.2). Much of the existing oak woodlands and the isolated oak tree canopy will be preserved in the 1,053-acre Plan Area open space network.

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

A recent aerial survey of the Plan Area identifies approximately 131-acres of unavoidable impacts to oak woodlands for the construction of the Plan Area backbone infrastructure and Oak Avenue interchange. In addition, approximately 112-acres of potential oak woodland impacts have been identified in conjunction with the construction of residential and non-residential development parcels. Moreover, approximately 2.2 acres and 6.3-acres of isolated oak tree canopy may be impacted by the construction of backbone infrastructure and the construction of residential and non-residential development parcels. However, as described in Objective 10.5 and Policies 10.14 through 10.20, every practical effort will be made to preserve oak woodlands and isolated oak tree canopy within development parcels.

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

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

Oak Woodlands & Isolated Oak Tree Objectives

Objective #10.4

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

Objective #10.5

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

Oak Woodlands & Isolated Oak Tree Policies

10.13 Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.

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

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

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

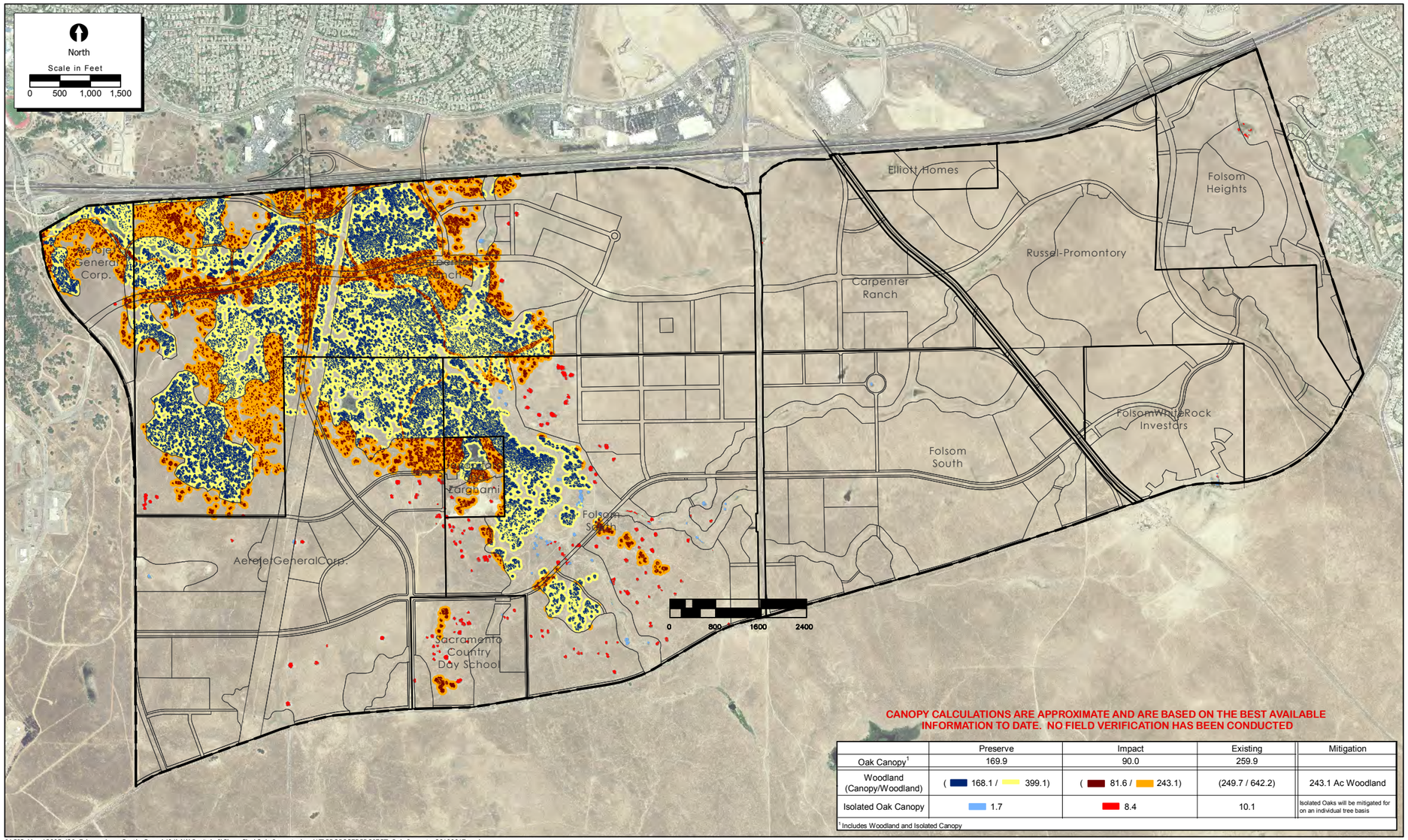
10.16 Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):

Rating	Rating No.	Rating Description*
Excellent	5	No problem(s)
Good	4	No apparent problem(s)
Fair	3	Minor problem(s)
Poor	2	Major problem(s)
Hazardous or non-correctable condition	1	Extreme problem(s)
Dead	0	Dead

**See the FPASP Open Space Management Plan for additional information on the rating descriptions.*

Section 10

OAK WOODLAND PRESERVE



	Preserve	Impact	Existing	Mitigation
Oak Canopy[1]	169.9	90.0	259.9	
Woodland (Canopy/Woodland)	(168.1 / 399.1)	(81.6 / 243.1)	(249.7 / 642.2)	243.1 Ac Woodland
Isolated Oak Canopy	1.7	8.4	10.1	Isolated Oaks will be mitigated for on an individual tree basis

[1] Includes Woodland and Isolated Canopy

Proposed Project - Oak Avoidance/Impact

2005-429 Folsom Plan Area Specific Plan

Figure 10.2 Oak Woodland Preserve

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

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

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

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

Oak Woodlands Mitigation

To fully mitigate for impacts to oak woodlands, the FPASP will implement one or more of the mitigation measures listed below. Together, the mitigation measures will permanently protect approximately of 399-acres of existing Plan Area oak woodlands and create approximately of 243-acres of new oak woodland habitat either onsite or with a combination of onsite and offsite location(s). The combined total of existing preserved oak woodlands and newly created oak woodlands will equal approximately 642-acres. The final area (acres) of preserved and newly created oak woodlands may be adjusted on a project-by-project basis at the time of tentative parcel or subdivision map approval to compensate for minor changes in oak woodland and isolated oak tree canopy impacts.

Mitigation Measure 1: Preserve Existing Plan Area Oak Woodlands

The FPASP will permanently preserve and protect approximately 399-acres of existing oak woodlands. This figure represents 62% of the existing woodland habitat and 65% of the existing oak canopy in the Plan Area.

Mitigation Measure 2: Create Oak Woodlands within the Plan Area

Plant a combination of oak acorns, seedlings and oak trees (refer to Oak Woodlands Mitigation Planting Criteria below) within the boundaries of the Plan Area to create approximately 243-acres of new oak woodland habitat in the following Plan Area locations (refer to Open Space Management Plan for allowable planting locations):

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

Mitigation Measure 3: Preserve and Protect Existing Offsite Oak Woodlands.

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

Mitigation Measure 4: Create Oak Woodlands Offsite

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

Oak Woodlands Mitigation Planting Criteria

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

- One established acorn equals one unit (acorns will be over planted to maximize potential germination).
- One oak seedling in a #1 container equals two units (minimum of 10% required).
- One #5 container oak tree equals three units (minimum of 10% required).
- One #15 container oak tree equals four units ((minimum of 10% required).
- One 24-inch boxed oak tree equals six units.
- One transplanted oak tree equals four units per trunk diameter inch (DBH).
- The planting of non-oak species will be required as a component of oak woodland mitigation in order to augment the overall habitat value of these areas. Appropriate non-oak species will be determined by the city at the time of mitigation planting. Each non-oak planting will represent unit values as described above for oak trees, but no more than 10% of planting may be non-oak species to count as mitigation.

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

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

Isolated Oak Tree Mitigation

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

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

Isolated Oak Tree Mitigation Planting Criteria

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

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

Exceptions

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

Small Oak Tree Preservation Credits	
Trunk Diameter of Tree to be Preserved	**Mitigation Tree Size Equivalent**
1" or greater, but less than 2"	1 tree in a #15 container or 2 in a #5
2" or greater, but less then 3"	2 #15 trees
3" or greater, but less than 4"	3 #15 trees
4" or greater, but less than 5"	4 #15 trees

Planting & Maintenance Agreement

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

Performance Security

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

No Additional Mitigation

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

Variances

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

10.2.4 Historic and Cultural Resources

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

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

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

Cultural Resources Objectives

Objective 10.6

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

Cultural Resource Policies

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

10.21a Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.

10.21b Areas found to contain or likely to contain archaeological resources shall be fully surveyed, to the extent required, to characterize and record the site. Any artifacts that are uncovered should be recorded and preserved on-site or donated to an appropriate organization to archive.

- **10.21c** An Archaeological Resources Report shall be prepared, as appropriate.
- **10.21d** Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).

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

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

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

10.2.5 Water Quality

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

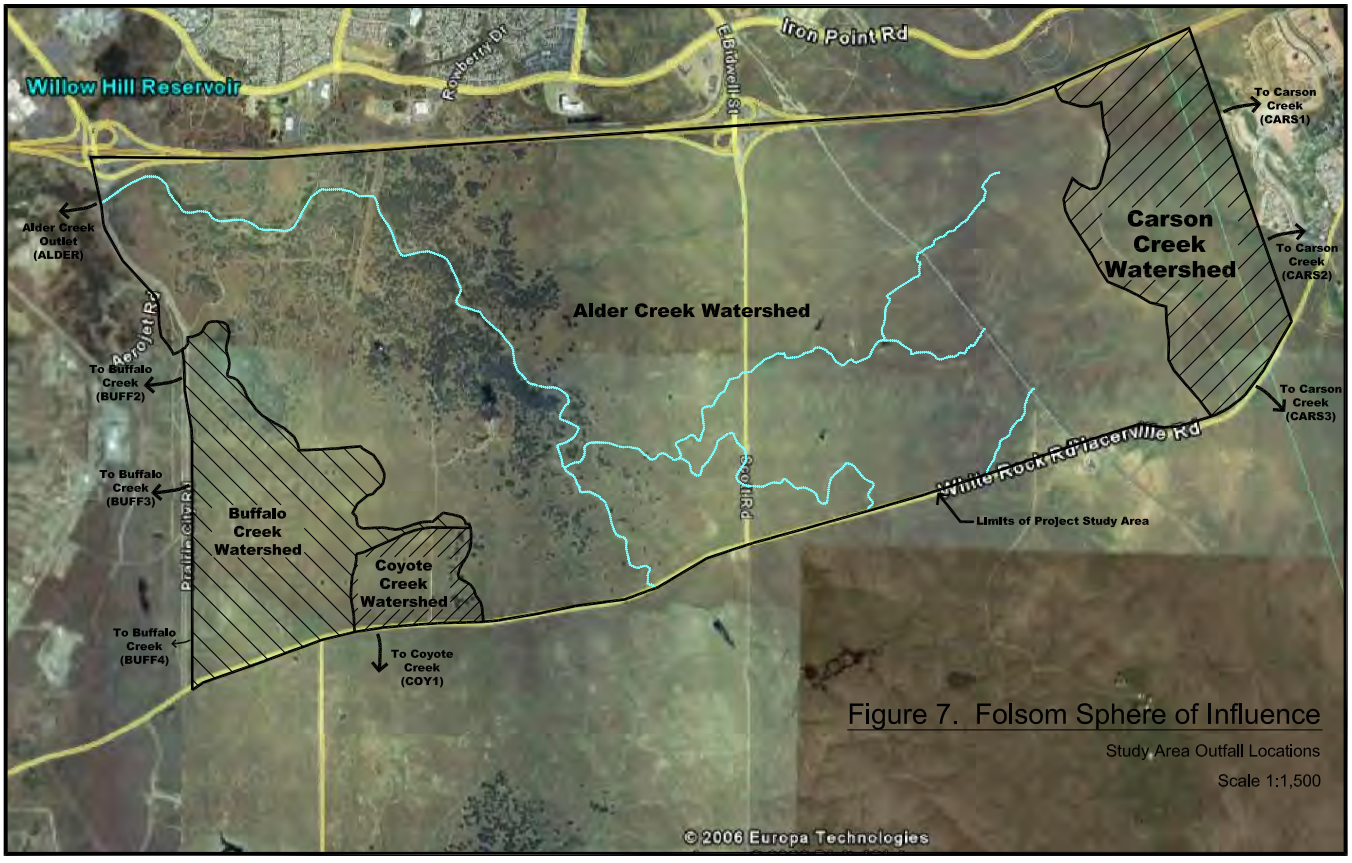


Figure 10.3 - Watersheds

Urban development, especially the conversion of natural areas to impervious surfaces, plays a large part in the quantity and quality of runoff delivered to local creeks and rivers, and this in turn can degrade the beneficial uses of such protected "Waters of the State." As described in the Sacramento NPDES Municipal Storm Sewer (MS4) Permit (to which the City of Folsom is a permittee), "implementation of best management practices (primarily, extended detention basins) for new urban development, along with elements of low impact development, such as onsite infiltration and hydromodification, are expected to further reduce pollutant concentrations and flows attributable to new urban development runoff"[1]. Refer to Section 12.6 for more information regarding stormwater management strategies and requirements to comply with applicable permits and regulations designed to protect the beneficial uses of local waterways.

[1] California Regional Water Quality Control Board, Central Valley Region. Order No. R5-2008-0142. NPDES No. CAS082597. Fact Sheet

Water Quality Objectives

Objective 10.7

Protect and enhance existing water quality in the Plan Area through storm water best management practices and low impact development measures.

Water Quality Policies

10.25 Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.

10.26 Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.

10.27 Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3.1 – Sustainable Design.

10.28 Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board's Construction General Permit requirements.

10.29 All mitigation specified in the FPASP EIR/EIS shall be implemented.

10.30 Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.

10.2.6 Alder Creek & Floodplain Protection

The Alder Creek watershed is the largest of the four watersheds within the Plan Area. A significant portion of the Plan Area is designated as open space to protect and preserve oak woodlands, and the Alder Creek corridor and maintain the integrity of the 200-year floodplain (refer to Figure 10.4). The Plan Area will rely on the natural character of the Alder Creek floodplain to carry flood flows. Creek bank erosion and scour shall be proactively managed to protect water quality, habitat, recreational resources, and public infrastructure such as bridges and power lines. In particular, hydromodification management controls shall be employed in development projects to limit the volume and duration of runoff flows to the creeks which contribute to erosion and habitat degradation, to satisfy the City of Folsom hydro modification management requirements in place when subsequent development approvals are sought, in compliance with the area wide NPDES municipal stormwater permit (refer to Section 12 for additional information). Creek bank erosion stabilization projects shall secure the proper permits. The engineering of these projects shall give preference to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.

The FPASP shall comply with the Central Valley Flood Protection Act of 2008 (SB 5). The State Department of Water Resources is in the process of preparing the Central Valley Flood Protection Plan which will redefine the flood hazards zones based on the 200-year event storm.

Alder Creek & Floodplain Protection Objectives

Objective 10.8

Restrict uses and activities adjacent to Alder Creek in order to maintain its character and to protect the integrity of the 200-year floodplain.

Alder Creek & Floodplain Policies

10.31 Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.

10.32 All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).

10.33 Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.

10.34 New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6).

10.35 All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and FMC Chapter 14.23 – Flood Damage Prevention.

10.36 Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in FMC Chapter 10.28 – Bridges.

10.37 Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).

10.38 All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.

10.39 Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.

10.40 Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.

10.41 Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.

10.42 Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.

Section 10

200-YEAR FLOODPLAIN

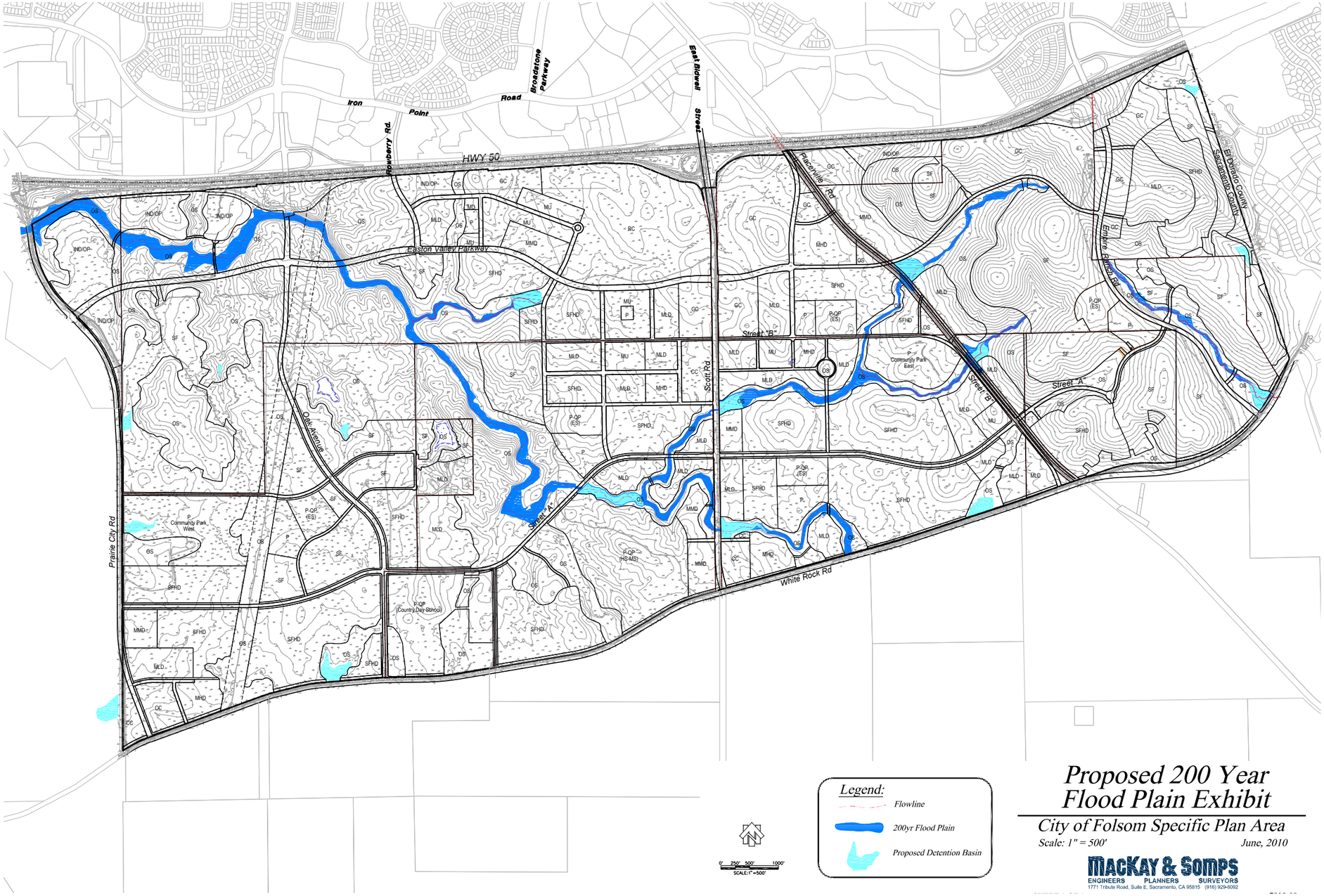
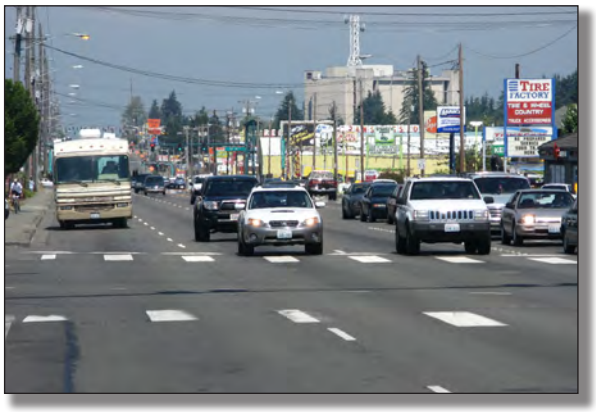


Figure 10.4 200-Year Floodplain

10.2.7 Air Quality

The FPASP seeks to address air quality through project design elements that reduce airborne particulates and pollutants identified as detrimental to public health and environmental sustainability. This section provides an overview of the public policy context that guides the implementation of project design measures as they relate to air quality, including the FPASP Operational Air Quality Mitigation Plan, as well as the California Global Warming Solutions Act of 2006 (AB 32) and the California Sustainable Communities and Climate Protection Act (SB 375).

The Sacramento Metropolitan Air Quality Management Board (SMAQMD) administers air quality incentives and regulatory programs within its jurisdiction to limit the production of pollutants and particulates and promote attainment of air quality standards established by the U.S. Environmental Protection Agency. Pursuant to the standards of the Federal Clean Air Act and State of California, the SMAQMD monitors the air quality for all of Sacramento County, including the City of Folsom. The SMAQMD also offers guidance on the application and implementation of various mitigation measures intended to offset anticipated operational emissions associated with a given project. As required by LAFCO Resolution 1195, a mandatory Operational Air Quality Mitigation Plan has been created in coordination with the SMAQMD to identify specific mitigation measures applicable to the Plan Area to reduce pollutants and improve air quality.



Specific measures identified in the Operational Air Quality Mitigation Plan are included as policies in the FPASP that seek to reduce overall vehicle emissions and vehicle miles traveled (VMT) through comprehensive land use and circulation planning. The FPASP planning principles of transportation options, compact development and mixed land uses arranged in patterns that are based on the traditional rectilinear grid of streets and blocks will assist in reducing vehicle miles traveled (VMT) and make neighborhoods more walkable. The FPASP also features a comprehensive system of Class I bike paths, Class II bike lanes, sidewalks and trails to encourage non-auto modes of travel. The most significant emission reducing feature of the Plan Area is the transit corridor and associated fixed route bus service that connects Plan Area neighborhoods and provides public transportation access to both local and regional destinations, thus further reducing vehicle miles traveled. Refer to Sections 4 – Land Use and 7 – Circulation for additional information on emission reduction measures that have been incorporated as FPASP policies.

In addition, the FPASP is subject to AB 32 intended to limit greenhouse gas emissions to 1990 levels by 2020, and SB 375 designed to reduce greenhouse gas emissions by limiting vehicle emissions through reduced trips and greater vehicle efficiency. Both measures direct the California Air Resources Board to work with local governments including, the City of Folsom, as active implementation partners.

Air Quality Objectives

Objective 10.9

Improve air quality and reduce the production of greenhouse gas emissions affecting climate change through implementation of an approved Operational Air Quality Mitigation Plan.

Air Quality Policies

10.43 An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.

10.44 The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.

10.45 Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.

10.46 Prohibit wood burning fireplaces in all residential construction.

10.47 Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.

10.2.8 NOISE

An ambient-noise survey was conducted by EDAW on February 12 and 13, 2009, to document the existing noise environment at various locations in the Plan Area and vicinity. The ambient noise levels in the Plan Area are not generally influenced by noise generated by nearby commercial, industrial, and recreational land uses including the Aerojet facility located adjacent to the western boundary of the Plan Area and the Prairie City State Recreational Vehicle Area (SRVA) located to the southwest of the Plan Area. However, occasional noise from outdoor testing of engines, fans, and other mechanical devices at the Aerojet facility and from vehicles using the Prairie City SRVA may influence noise levels in the Plan Area. These noise sources will be considered in future studies addressing traffic and Aerojet propulsion system and routine component testing as part of future project development approvals.

Traffic Noise

Existing traffic noise levels were calculated for roadway segments in the project vicinity using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) (FHWA 1978), and traffic data provided in the traffic impact study prepared for the Plan Area. The FHWA model is based on the California vehicle noise (CALVENO) reference noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and ground attenuation factors. Truck usage and vehicle speeds on study area roadways were estimated from field observations and data from the California Department of Transportation (Caltrans) where available (Caltrans 2007: 146).

The existing noise environment in and surrounding the Plan Area is influenced primarily by surface-transportation noise emanating from vehicular traffic on area roadways. Vehicle traffic noise levels are attributed to U.S. Highway 50, Placerville Road, Scott Road, Prairie City Road, and White Rock Road.

Prairie City State Vehicular Recreation Area

The Prairie City SRVA is a facility managed by the California State Parks that serves recreational and competition users of off-road motorcycles, four wheel drive, and all-terrain vehicles (ATVs). The park is divided into areas that cater separately for four-wheel drive vehicles; motorcycles and ATVs; motocross; and off-road racing. The closest of these areas to the Plan Area is the four-wheel-drive area, which is located across the street from the southwest corner of the Plan Area.

Noise emissions from recreational off-road vehicles are governed in California by Assembly Bill (AB) 2274, Chapter 563, enacted in September 2002, and enforced by California State Parks. AB 2274 limits the noise level produced by recreational off-road vehicles manufactured after 1998 and vehicles defined as competition vehicles that were manufactured after 1986 to 96 dB at 20 inches from the exhaust pipe. It should be noted that during the ambient noise survey, off-road vehicles were audible in the Plan Area; however, noise attributable to the operation of off-road vehicles in the park could not be isolated and measured due to White Rock Road traffic noise levels dominating the immediate noise environment.

Aerojet General Corporation Facility

Aerojet land is located south of U.S. 50 between Mercantile Drive and Prairie City Road, west of the SPA. Primary noise-generating activities at this facility have historically been associated with the testing of rocket and high-performance aircraft engines for use in military and aerospace applications. GenCorp Realty Investments, Aerojet's parent company, is currently in the process of phasing out the testing of the large-diameter rocket and aircraft engines at this facility, although testing of smaller engines would continue (Gunderson, pers. comm., 2005). The 65- and 75-dB noise contours associated with the firing of smaller rocket engines (60,000 pounds of thrust) extend to approximately 7,920 and 4,224 feet, respectively, from the test stand. Additional on-site noise sources associated with this facility include industrial operations such as manufacturing, cleaning, maintenance, heating and cooling, and pollution control activities. Based on prior noise studies conducted at Aerojet, noise from these additional noise sources were not found to exceed County noise standards at nearby off-site receptors (County of Sacramento 1993).

According to the City of Folsom's General Plan Noise Element, "Noise sources involved in Aerojet operations include testing of rocket engines, large hovercraft fans and high-pressure fire nozzles. Other engine testing could occur in the future. Noise produced by rocket engine testing typically includes a brief loud impulsive noise at ignition, followed by several seconds of sustained lower noise levels. Fan and nozzle testing may consist of sustained noise levels. Testing is usually conducted during daylight hours."

The City of Folsom's General Plan Noise Element recommends that noise from the Aerojet facility be considered in acoustical analyses prepared for noise-sensitive development in the South Folsom Planning Area between Folsom Boulevard and Prairie City Road. It is reasonable to infer that the intent of this recommendation also applies to noise-sensitive land uses east of Prairie City Road, including the Plan Area.

Mather Airport

Mather Airport (formerly Mather Air Force Base [AFB]) has been open as a public-use air cargo and general-aviation airport since May 5, 1995. Managed by the County of Sacramento Department of Airports, the airport, which operates 24 hours per day, consists

of two primary runways: one 11,300 feet long and the other 6,100 feet long, generally aligned in a northeast-to-southwest direction. Mather Airport is a joint-use facility that supports both military and commercial operations, and it is rapidly developing as an air cargo depot. The airport includes approximately 40 acres of exclusive air cargo ramp space. Mather Airport is a designated back-up airport for Sacramento International Airport if it is closed by an emergency.

Following the closure of Mather AFB in 1988, the County of Sacramento adopted a reuse plan for Mather Airport in fall 1991. The Airport Land Use Compatibility Plan (ALUCP) for Mather Airport was subsequently adopted in May 1997. Prior to the opening of Mather Airport as a public use airport in May 1995, the County of Sacramento performed the required Federal and state environmental analyses to determine the environmental impacts of Mather Airport on the surrounding communities. Aircraft noise was one of the many areas evaluated in that environmental impact statement (EIS).

A "capacity" noise contour was developed to account for the potential growth in aircraft operations at the yet unused public use airport. The noise contours included operations by cargo jets, military jets, business jets, propeller-driven aircraft, and helicopters. Although the level of operations modeled were well beyond what was anticipated to actually occur when the airport opened, the resulting noise contours did not extend into noise sensitive areas. The Mather Airport EIS received Federal and state approvals and the Airport began operation as a public use airport in May 1995. Therefore, the "capacity" contour represents the expected worst maximum extent of the 60 and 65 dB CNEL contours from the airport. The noise contours produced by present traffic levels at the airport and the contours that would be produced by the increased traffic levels if Sacramento International Airport were temporarily closed due to an emergency, would be of a lesser extent than the capacity contour.

The Plan Area is not located within the currently adopted 60 and 65 dB CNEL noise contours of the ALUCP for Mather Airport. These noise contours have been proposed for revision as part of the development of the *Mather Airport Master Plan*, which is currently being prepared by the Sacramento County Airport System. However, even with these revisions, the nearest 60 dB CNEL noise contour would be approximately 5,000 feet to the west of the nearest Plan Area boundary line.

Noise Objectives

Objective 10.10

Reduce the effect of noise impacts on the community by implementing mitigation measures identified in the FPASP EIR/EIS.

Noise Policies

10.48 Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.

10.49 Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.

10.50 The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that overflight noise may be present at various times.

10.3 SUSTAINABLE DESIGN

One of the six guiding principles of the FPASP is sustainable design: the conscious effort to make use of design practices intended to lower greenhouse gas emissions, reduce water consumption and energy use and to preserve natural resources for the use and enjoyment of future generations. The FPASP sustainable design objectives and policies promote "green" site and building practices, low impact development strategies, energy conservation policies and water conserving principles to meet the challenges of global warming while complying with on-going and updated state rules and regulations. Additionally, the sustainable land use patterns and alternative transportation options outlined in Sections 4 – Land Use and 7 – Circulation are designed to reduce vehicle miles traveled (VMT) which should, along with sustainable development measures discussed in the following subsections, help reduce greenhouse gas emissions as prescribed in AB 32 and SB 375.

10.3.1 Site Planning & Development

One of the most effective sustainable design practices is the preservation of existing natural resources. As described in Section 10.2, the FPASP resource management objectives and policies require the preservation of significant areas of oak woodlands, natural drainages including Alder Creek and its tributaries, wetlands, historic and cultural features and wildlife habitat. Sensitive site planning and development practices are the keys to ensuring the preservation of valuable Plan Area natural resources.

In addition to the sustainable land use, circulation, utilities and grading objectives and policies described in Sections 4, 7, 12 and Appendix A, the following low impact development and landscaping objectives and policies will insure that stormwater management practices do not negatively impact the environment and that landscaping does not overly impact scarce water resources.

Low Impact Development

Low Impact Development (LID) is an approach to land development that works with nature to manage stormwater as close to its source as possible. The proposed stormwater system serving the Plan Area will employ a balanced centralized and Low Impact Development (LID) stormwater management system that will capture and treat stormwater runoff both at its source as well as in centralized detention basins. The drainage system in the Plan Area will preserve open space and undisturbed site areas and provide functional landscaping for infiltration, evaporation, and stormwater treatment. The majority of Alder Creek and its tributaries will be preserved in open space as part of the Plan Area open space plan. Stormwater facilities consisting of surface swales and detention basins will be constructed along natural drainage courses on the project site to mimic natural drainage patterns.

1 U.S. Environmental Protection Agency LID Fact Sheet

LID techniques will be utilized for individual lots, landscape corridors, parks and streets while centralized detention basins will serve the passive open space areas and development parcels in the Plan Area. LID features that may be incorporated in the Plan Area stormwater system include drainage courses within landscaped greenways and buffers; drainage swales in roadways or parking medians or planting strips; planter boxes and vegetated curb extensions along neighborhood streets; or rain or infiltration gardens to enhance the civic and recreational quality of the Plan Area. Refer to Section 12 for additional information on the proposed Plan Area low impact development features.

Low Impact Development Objectives

Objective 10.11

Incorporate low-impact development design strategies and techniques into the overall storm water drainage and water quality systems in the FPASP.

Low Impact Development Policies

10.51 Site specific development projects shall incorporate LID design strategies that include:

10.51a Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;

10.51b Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;

10.51c Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;

10.51d Maintaining natural drainage courses; and

10.51e Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:

- Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and
- Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies).

Landscaping

Landscaping has intrinsic aesthetic value, contributes and enhances community character and identity and affords shade during the hot summer months. However, given the community's constrained water resources and the likelihood of future limitations on water supply, landscaping must be carefully selected to minimize water use. Reduced water use also results in less energy required to pump and distribute water for irrigation. The following objectives and policies are intended to guide the design and maintenance of sustainable landscaping elements.

Landscaping Objectives

Objective 10.12

Select landscaping materials and apply implementation practices that conserve water.

Landscaping Policies

10.52 The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-

Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.

10.53 The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.

10.54 Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City of Folsom Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP Open Space Management Plan.

10.55 Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.

10.3.2 ENERGY EFFICIENCY

This section focuses on energy efficiency measures that can be incorporated through building and site design. Technology and design techniques can afford significant reductions in energy use; however, more advanced technology is likely to become available during phasing and should be implemented, affording such benefits as greater efficiency, ease of implementation, and cost effectiveness. The following objectives and policies have therefore been written to accommodate the best options available at the time of implementation.

Energy Efficiency Objectives

Objective 10.13

Comply with all mandatory requirements of the latest edition of the California Green Building Standards Code (CALGreen Code). Encourage conformance with CALGreen Code Tier 1 and Tier 2 voluntary green building practices.

Objective 10.14

Incorporate alternative energy technologies into building design, whenever feasible, to include wind, solar, geothermal or appropriate emerging technologies available at the time of construction.

Objective 10.15

Reduce energy use through energy efficient technology and conservation techniques.

Energy Efficiency Policies

10.56 Conservation of energy resources will be encouraged through site and building development standards.

10.57 Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.

10.58 Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.

10.59 Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.

10.60 Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.

10.61 Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.

10.62 Office park uses shall install automatic lighting and thermostat features.

10.63 Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.

10.64 Energy Star certified equipment and appliances shall be installed, to include:

10.64a Residential appliances; heating and cooling systems; and roofing; and

10.64b Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing.

10.65 Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards.

10.65a Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines.

10.65b Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels.

10.65c Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.

10.66 Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.

10.67 Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.

10.68 The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.

10.69 The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.

10.3.3 WATER EFFICIENCY AND CONSERVATION

There is growing awareness that water is a finite resource which must be carefully managed to ensure its continued availability. The City of Folsom is a water purveyor within its boundaries, and to some areas outside of the city. Conservation will help to ensure that supplies are available and the following objectives and policies define how buildings and landscape irrigation can incorporate technology and programs that promote water conservation.

Water Efficiency and Conservation Objectives

Objective 10.16

Comply with all relevant State and City ordinances and programs that promote water conservation, including water conservation measures recommended by the California Department of Water Resources and the Folsom Water Management Program.

Objective 10.17

Incorporate non-potable water infrastructure, such as purple pipes, where a source of non-potable water for reuse is available or is anticipated to be available in the future.

Objective 10.18

Provide information to the public regarding water conservation practices and programs.

Water Efficiency and Conservation Policies

10.70 All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.

10.71 A backbone "purple pipe" non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.

10.72 Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.

10.3.4 MATERIAL CONSERVATION AND RESOURCE EFFICIENCY

The conservation and efficient use of building materials reduces the environmental impact of resource extraction, processing and transportation, saves natural resources, produces less waste and results in lower construction costs. Promotion of green building products and practices promotes conservation of dwindling non-renewable resources.

Material Conservation and Resource Efficiency Objectives

Objective 10.19

Whenever possible, use building materials that have a high recycled content, or are harvested from sustainably managed sources, manufactured with resource-efficient processes, are found locally or regionally, can be easily dismantled and reused or recycled and have a long-life expectancy.

Material Conservation and Resource Efficiency Policies

10.73 Use "Green" certified construction products whenever feasible.

10.74 Prepare a construction waste management plan for individual construction projects.

10.75 A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.

10.76 Topsoil displaced during grading and construction shall be stockpiled for reuse in the Plan Area.

1.1.5 ENVIRONMENTAL QUALITY

Certain building products present hazards to the environment including depletion of the earth's ozone layer, global warming and unhealthy indoor environments. Limiting or eliminating thee products will enhance the comfort, health and livability of Plan Area homes and offices.

Environment Quality Objectives

Objective 10.20

Whenever feasible, reduce or eliminate the use of building products that may harm the earth's ozone layer, contribute to harmful indoor air quality and/or contribute to global warming.

Environmental Quality Policies

10.77 All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).

10.78 All fire suppression systems and equipment shall not contain halons.

10.79 Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.

10.80 Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.

10.81 Limit the use of volatile organic compounds (VOC) in all construction materials.

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11 Section Eleven
Public Services and Facilities

11.1 INTRODUCTION

The Plan Area is envisioned and designed as a balanced community that does not create a burden upon existing City public services or infrastructure. To this end, the FPASP includes the necessary public services and facilities intended to support the needs of Plan Area residents and provide alternative locations for public services for residents of the remainder of the City of Folsom. Public services and facilities included within the Plan Area include schools, parks (refer to Section 9), a municipal services center and library, police and fire stations and other public services and facilities that serve residents of the Plan Area (refer to Figure 11.1).

11.2 PUBLIC SERVICES & FACILITIES OBJECTIVES AND POLICIES

The FPASP incorporates a number of Public Services and Facilities objectives and related policies intended to guide the development of the Plan Area including:

Public Services & Facilities Objectives

Objective 11.1

Provide public services, including police, fire protection, schools and other public services necessary to meet the needs of the Plan Area residents.

Objective 11.2

Conserve natural resources through the use of energy efficient systems and technologies in all public services buildings.

Public Services & Facilities Policies

11.1 Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.

11.2 All public service facilities shall participate in the City's recycling program.

11.3 Energy efficient technologies shall be incorporated in all Public Service buildings.

11.4 Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.

11.5 The city shall strive to ensure that all public service buildings shall be built to ~~silver~~ LEED NC standards.

11.6 Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.

11.7 If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.

11.3 PUBLIC SCHOOLS

The Plan Area is within the boundaries of the Folsom Cordova Unified School District (District)) and it will serve all of the Plan Area. The District encompasses approximately 95 square miles including the Cities of Folsom and Rancho Cordova and portions of the unincorporated areas of Sacramento County. The District serves grades K-12 and its 2007-08 enrollment was approximately 19,000 students. The District currently operates twenty-one elementary schools, four middle schools, five high schools, and four adult and alternative education centers. The District also offers State and Title 1 preschool programs. The City of Folsom and the District have an existing agreement for the joint use of school and park facilities. Pursuant to Policy 39.5; in the Parks and Recreation Element of the City's General Plan, the City will continue the execution of a joint use and development arrangement with the District for school and park facilities.

With the passage of Measure M in March of 2007, the District created its third School Facilities Improvement District (SFID 3) which encompasses District areas south of Highway 50 including the Plan Area, portions of the unincorporated areas of Sacramento and portions of Rancho Cordova. The passage of Measure M allows the District to issue up to $750 million in general obligation bonds over the next twenty or more years to assist in building schools within SFID 3. In addition to issuing general obligations bonds, the District also anticipates the need for developer fees and state funding to complete the construction of new schools in SFID 3.

The Folsom Cordova Unified Schools District endeavors to keep class sizes small; however, due to facility and financial restrictions this is not always possible. The District implemented class size reduction in elementary school grades 1 through 3 several years ago which has an immense impact for additional elementary classroom space. District classroom loading standards are higher than state loading standards (refer to FCUSD Master Plan Table B-3 above).

Table B-3 (FCUSD Master Plan)
Loading Standards

Grade Level	District Loading	State Loading
Kindergarten	32 Students	25 Students
1-3	20 Students	25 Students
4-6	31 Students	25 Students
6-8	27 Students	27 Students
9-12	28 Students	27 Students
Continuation High	22.5 Students	27 Students

The District's 2008 Master Plan [1] outlines student yield factors for single family and multi-family residential land uses as shown in FCUSD Master Plan Table D-3 below. Based on a Specific Plan build-out of 10,210 dwelling units and the District's student yield factors, the projected Plan Area student yield is 4,999 students (refer to Table 11.1). Based on State and District recommended school sizes as shown in FCUSD Master Plan Table B-2 below, the Plan Area may create a demand for 4.5 elementary

Table D-3 (FCUSD Master Plan)
Student Generation Factors

Grade Level	Single Family Residential	Multi-Family Res. Medium Density	Multi-Family Res. High Density
K-5	0.42	0.20	0.07
6-8	0.14	0.08	0.04
9-12	0.16	0.07	0.04
SDC	0.01	0.01	0.01
Totals	0.73	0.36	0.16

Table 11.1 Projected Plan Area Students									
Residential Land Use	Dwelling Units	K-5 Elementary Student Yield Factor	K-5 Elementary School Population	6-8 Middle School Student Yield Factor	6-8 Middle School Population	9-12 High School Student Yield Factor	9-12 High School Student Population	SDC Student Yield Factor	SDC Student Population
Single Family (SF)	1,687	0.42	709	0.14	236	0.16	270	0.01	17
Single Family High Density (SFHD)	2,933	0.42	1,232	0.14	411	0.16	469	0.01	29
Multi-Family Low Density (MLD)	2,434	0.2	487	0.08	195	0.07	170	0.01	24
Multi-Family Medium Density (MMD)	1,224	0.2	245	0.08	98	0.07	86	0.01	12
Multi-Family High Density (MHD)	1,251	0.07	88	0.04	50	0.04	50	0.01	13
Mixed Use (MU)	681	0.07	48	0.04	27	0.04	27	0.01	7
Totals	10,210		2,807		1,017		1,073		102
Total School Population	**4.999**								

schools; 1.1 middle schools and 0.5 of a high school (refer to Table 11.2)

Table B-2 (FCUSD Master Plan) State Site Size Requirements	
Grade Level	CDE Recommended Site Size
K-6 (to 650 students)	10.0 Acres
6-8 (to 900 students)	22.2 Acres
9-12 (to 2,000 students)	52.3 Acres
Continuation High	3.6 Acres

Source: Calif. Dept. of Education School Site Analysis and Development Handbook

Accordingly, the FPASP identifies sites for five elementary schools and one combined middle/high school. The combined middle/high site is sized for a full middle and high school although the Plan Area student yield numbers do not justify the construction of a full size high school. Therefore, the middle/high school is expected to develop incrementally, over an extended period of time or be resized to provide for a middle school only. During the initial phases of Plan Area construction, middle and high school students may attend existing schools north of Highway 50. The final locations and sizing of schools will be determined at the tentative and final subdivision or parcel map stage of development consistent with General Plan Policies 16.3 through 16.6 and the District's Master Plan requirements.

Table 11.2 Schools Required for Plan Area			
Grade Level	Projected Plan Area Students	School Size from District Master Plan	Schools Required
K-5	2,807	625	4.5
6-8	1,017	900	1.1
9-12	1,073	2,000	0.5
SDC	102		
	4,999		

SDC students are weighted by grade group and included in the corresponding grade grade group for the calculation of the number of schools required.

[1] Folsom Cordova Unified School District Facility Master Plan, October 2008

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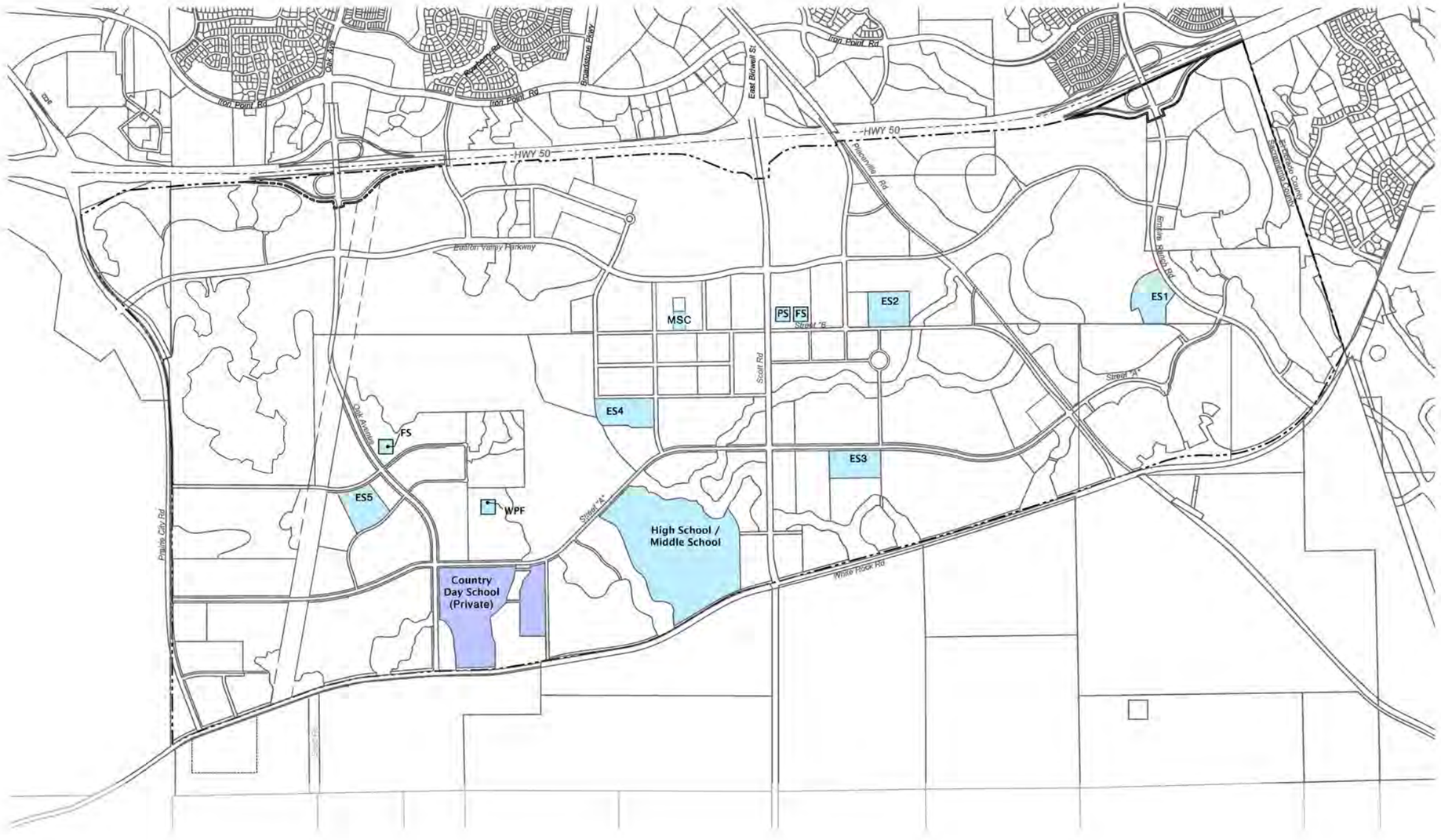
SECTION 11

PUBLIC SERVICES & FACILITIES PLAN



- ES1 — Proposed Public School Site
- FS — Proposed Fire Station Site
- MS — Proposed Municipal Services Center Site
- PS — Proposed Police Substation Site
- WPF — Proposed Water Public Facility

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Figure 11.1 Public Services & Facilities Plan

11.3.1 Middle/High School

The combined Middle/High School is proposed for a 79.6-acre site in the south-central area of the Plan Area adjacent to two open space corridors. The site is accessed from Scott Road on the east and Street A to the north. The proposed site is sufficiently large to accommodate a joint campus for a maximum of 2,900 students. The Plan Area student generation does not justify one high school; therefore, the middle/high school is expected to develop incrementally, over an extended period of time. Alternatively, the site may be used for a middle school and a high school site may be provided south of the Plan Area in SFID #3. The final determination of size, location and construction of the middle/high school will be based on the rate of development and the capacity of the existing district school facilities.

11.3.2 Elementary Schools

Elementary School 1 (Parcel 91): Located adjacent to Empire Ranch Road in the eastern uplands of the Plan Area, this 10.1-acre school site is directly adjacent to Neighborhood Park 1 and will serve Plan Area residents in the eastern Plan Area.

Elementary School 2 (Parcel 61): Located adjacent to Street B, in the north-central region of the Plan Area, this 10.0-acre school site directly adjacent to Neighborhood Park 2 and will serve Plan Area residents on both sides of Street B and the area bounded by Scott Road, Highway 50 and Placerville Road.

Elementary School 3(Parcel 112): Located adjacent to Street A, in the south central portion of the Plan Area, this 9.9-acre school site is directly adjacent to Neighborhood Park 3 and serves residents in the area bounded by White Rock Road, Scott Road, an Open Space corridor and Placerville Road.

Elementary School 4 (Parcel 139): Located adjacent to local streets, in the central portion of the Plan Area, this 11.0-acre school site is directly adjacent to Neighborhood Park 4 and a major Open Space area.

Elementary School 5 (Parcel 21): Located adjacent to local streets in the most western portion of the Plan Area, this 10.0-acre school site is directly adjacent to Neighborhood Park 5 and serves residents in the western portion of the Plan Area.

11.3.3 School Dedication and Improvement Agreement

The FPASP identifies 120.6 acres for District school sites as follows:

High School/Middle School	79.6 acres
Elementary Schools	51.0 acres
Total Reserved School Sites	120.6 acres

All Plan Area properties proposed to satisfy School requirements will be located on land that is, or will be made suitable, for School construction consistent with the requirements of the District's Master Plan

The exact details of school site transfers construction funding and timing and other particulars of school construction will be determined by an agreement between the District and the property owners that will be consummated prior to approval of the first tentative subdivision or parcel map.

11.4 MUNICIPAL SERVICES CENTER

The Plan Area Town Center is the preferred location for the proposed municipal services center (Center). The Center is envisioned to serve as a community amenity and focal point for Plan Area residents and may provide space for several City uses and facilities including offices, community meeting rooms, a branch library and possibly a small restaurant or coffee shop. Outdoor sitting and eating areas, landscaping and lighting, and bicycle and automobile parking will complete the design of Center. The Municipal Services Center will be accessible to pedestrians and cyclists as well as users of public transportation. The City will prepare a program for the center that will determine its ultimate site size and building area. The FPASP anticipates a building of approximately 39,000 square feet on a site of approximately 2.5 to 3.0-acres directly south and adjacent to Local Park 1 in the Town Center (refer to Figure 11.1). The Center site will be transferred to the City as a condition of approval of the first tentative subdivision map. The exact location of the Municipal Services Center will be determined at the time Development Agreements are completed between the property owners and the City.

11.4.1 Library:

Currently, the City of Folsom offers its residents library services from two locations: the first is the Folsom Public Library, Georgia Murray Building, opened in 2007, located adjacent to City Hall; the second, is the recently opened Norman R. Siefkin Public Library located on the campus of Vista del Lago High School, the City's first joint-use library. The combined collections number over 98,000 items and support students at the elementary and secondary levels while serving as learning and educational centers for all residents of the community including the Plan Area.

Currently, the two existing City libraries provide over 37,000 square feet of library space, or approximately .57 square feet per capita for Folsom's estimated 2008 population of 65,300 [2]. The library needs of the Plan Area can be satisfied by one moderately sized library of approximately 15,000 square feet in the proposed Municipal Services Center.

[2] *State of California, Department of Finance, E-4 Population Estimates for Cities, Counties and the State, 2001-2008, with 2000 Benchmark. Sacramento, California, May 2008 (excludes Folsom Prison Population).*

11.5 PUBLIC SAFETY

11.5.1 Law Enforcement:

The Folsom Police Department (FPD) consists of 125 officers and support staff working out of the main police station at 46 Natoma Street. The Department's Field Operations Division consists of a patrol bureau; SWAT, HNT and TDT teams, K-9 and mounted units, a crime scene investigation unit and a traffic bureau. The FPD also manages the Citizens Assisting Public Safety (C.A.P.S) program, a volunteer citizen group co-sponsored by the Folsom Fire Department.

In January of 2008, the Folsom City Council approved Resolution No. 8215 adopting the Law Enforcement Service Delivery Plan (SDP) 2008-2011 [4]. The SDP notes that the current officer to population ratio in the City is 1.33 officers per 1,000 residents. However, the SDP recommends against using ratio methods for defining staffing and response decisions and suggests using Patrol Allocation Modeling (PAM) for accurately assessing personnel needs.

Based on the projected Plan Area population of 24,335, approximately 45 to 55 additional sworn officers and staff will be required to maintain the City's current level of service at plan build-out. The SDP Service Delivery Plan recommends that a small police substation be located in the regional commercial center and that a second substation or new police facility be

located in the Plan Area. The SDP further recommends that "two options can be considered: 1) Build a Police sub-station in the Plan Area to accommodate service delivery needs in that area. 2) Assess the future needs on the City Hall campus for other department that the current police facility could fulfill. If identified, build the new police facility in the Plan Area to serve all of Folsom and re-program the current police facility to meet the identified needs. It is recommended that the City retain the services of a police facility design firm to conduct a City Hall needs assessment for the reprogramming of the police facility and the development of conceptual plans for a new police facility within the Plan Area. If a new police facility is constructed within the Plan Area, these costs would be apportioned based on the service delivery impact of the Plan Area. The FPASP recommends that the second substation or new police facility be located on a site directly adjacent to FS #2 (refer to Figure 11.1).

The precise size and required site area of the police substation or new facility will be determined by the FPD, as approved by the City Council. The FPASP anticipates a site of approximately 2-acres directly adjacent to Street "B" and immediately west of proposed FS #2 as adequate to serve the needs of a new substation. Police substation sites will be dedicated to the City as a condition of tentative subdivision map approval as determined by the provisions of the Development Agreements between the property owners and the City.

[4] City of Folsom Law Enforcement Service Delivery Plan 2008-2011

11.5.2 Fire Protection

The City of Folsom Fire Department (FFD) currently has 85.5 authorized positions and provides administration, fire protection and emergency medical services for a 24-square mile area. The FFD also manages the Community Emergency Response Team program, a volunteer citizen group co-sponsored by the Folsom Police Department. The FFD currently operates four stations (Numbers 35, 36, 37 & 38) that provide administrative services, and city-wide fire, rescue and emergency medical services. A fifth station (No. 39), located at Empire Ranch Road and Ritchie Street is scheduled for construction in 2010-11. This new 1.2-acre station will be constructed adjacent to the proposed 7.5-acre Neighborhood Park No. 52.

On 23 January of 2007, the Folsom City Council adopted Resolution 7979, A Resolution adopting revised emergency fire and medical response time standards that will also be used to determine fire and medical response time standards in the Plan Area. On 12 May 2009, the Folsom City Council approved the FFD Service Delivery Improvement Plan (SDIP) [5] that recommends improvements to the Department's service and mission areas.

The City of Folsom Fire Department currently operate at a ratio of approximately 1.6 fire staff per 1,000 residents or approximately one fire station per 13,000 residents. Consistent with Appendix E of the SDIP, The Folsom Fire Department is planning for two additional fire stations to be located within the Plan Area. These fire station sites are envisioned to be approximately 1.2 to 2 acres in size each and may, as is the case with Station No. 39, be located adjacent to a Neighborhood Park. The proposed fire stations will also include meeting rooms for public meetings. The FPASP proposes one fire station (FS #1) to be located west of the oak woodlands open space adjacent to Oak Avenue; the second station (FS #2) is proposed for a location immediately east of Scott Road, adjacent to Street B, on site adjacent to the proposed police substation (refer to Figure 11.1). Phase IV – Milestone of the Service Delivery Improvement Plan recommends opening the first fire station in the Plan Area as either a permanent or temporary facility to coincide with initial development within the Plan

Area. The SDIMP further recommends staffing the first permanent fire station with fifteen firefighters, one FTE Fleet Mechanic, one emergence management coordinator and increasing the EMS CQI Nurse Educator to two half-time positions. The precise size and location of the fire station sites will be determined upon completion of response time analysis studies by the FFD, as approved by the City Council. Fire station sites will be transferred to the City as a condition of tentative subdivision map approval as determined by the provisions of the Development Agreements between the property owners and the City.

The El Dorado Hills Fire Department (EDHFD) currently serves, approximately 178-acres in the northeastern portion of the Plan Area as a multi-jurisdictional District. Upon annexation to the City of Folsom, this portion of the Plan Area will continue to be served by EDHFD. Additionally, upon annexation to the City of Folsom, the remainder of Plan Area property currently served by the Sacramento Metropolitan Fire District (Metro Fire) will be transferred to the jurisdiction of the City of Folsom Fire Department.

[5} City of Folsom Fire Department – Service Delivery Improvement Plan 2009-2013

11.5.3 Hospital Care

Mercy Hospital of Folsom is the primary healthcare resource for a population of more than 100,000 residents in Folsom and the surrounding foothill communities. Located on Creekside Drive, in the center of Folsom, Mercy Hospital provides surgical services with four operating rooms, a Family Birth Center, Rehabilitation and Occupation Medicine programs, radiological services and a recently expanded emergency facility. For the foreseeable future, Mercy Hospital of Folsom will be the primary provider of hospital services for the Plan Area.

Additional Folsom hospitals include the Kindred Hospital Sacramento, located on Fargo Way, a 39-bed long-term acute-car hospital with four ICU beds that was opened in 1992 to care for medically complex long-term patients. A full range of clinical services is available including critical care nursing; surgical services; respiratory care; physical, occupational and speech therapy; diagnostic laboratory services; pharmacy; dietary services and social services.

Walk-in care is also available at several locations in Folsom including Urgent Care Center of Folsom, Med 7 Urgent Care Center and Rapid Care Walk-in Medical Group.

Future Folsom Hospital plans include a new Kaiser comprehensive medical center campus of 1.2 million square feet located adjacent to the Broadstone shopping center on East Bidwell Street, just north of Highway 50. Plans for the campus include a 224 bed hospital, an ambulatory surgery center and medical offices to be built over a twenty-five-year period. The ambulatory surgery center opened in late 2008 is currently operating; however, construction of the remainder of the hospital campus is not expected to begin before 2017.

12 Section Twelve Utilities

12.1 INTRODUCTION

This section outlines the major backbone infrastructure and utilities required to support development of the Folsom Plan Area Specific Plan. This information is presented at a conceptual level in order to provide an overview of the distribution, location, and extent of infrastructure. The proposed infrastructure and utility improvements as shown are to be considered conceptual only, as additional infrastructure may be required to fully develop the Plan Area, as well as individual properties. The exact sizing and location of proposed utilities will be determined during the Tentative and Final Mapping process, but should closely follow Figures 12.1, 12.2, 12.3 & 12.4 contained in this section of the FPASP as well as the more detailed utility layouts contained in the FPASP Backbone Infrastructure Plan.

A significant amount of on- and off-site infrastructure improvements are necessary to ensure the conveyance of water, non-potable water for irrigation, wastewater, and stormwater for the Plan Area. The costs associated with these improvements and various implementation programs required to construct, manage, and maintain these facilities are described in Section 13 – Implementation, and in the Public Facilities Financing Plan (PFFP).

There are several locations where the various components of the utility infrastructure will cross through sensitive habitat areas or the floodplain within the Plan Area. Each utility crossing shall be reviewed and studied on an individual basis to determine the best crossing method for minimizing impacts to natural resources to the extent feasible. Methods such as bore and jacking, tunneling, direct bury or bridging will be considered to best meet the objectives and policies of FPASP Sections 8 and 10.

The utilities described in this section include water, wastewater, non-potable water, stormwater, dry utilities and solid waste.

12.2 OBJECTIVES AND POLICIES

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

Utilities Objectives:

Objective 12.1

Provide the necessary utilities to meet the needs of Plan Area residents.

Objective 12.2

Conserve resources through the use of energy efficient utility systems and technologies.

Objective 12.3

Locate utilities in locations that minimize impacts on natural resources including oak woodlands, Alder Creek and its tributaries, intermittent creek channels, wetlands and cultural resources.

Utilities Policies:

12.1 Consistent with the provisions of City Charter Article 7.08 (A), The FPASP shall "Identify and secure the source of water supply(ies) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50."

12.2 Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure required to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Backbone Infrastructure Plan consisting of the Master Water Plan, Master Wastewater Plan, Master Stormwater Plan and Master Non-Potable Water Plan and based on phasing of development.

12.4 Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.

12.5 Utilize Best Management Practices (BMPs) where feasible and appropriate.

12.6 Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new developments.

12.7 Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the city's stormwater quality development standards.

12.3 WATER

The City of Folsom Utilities Department provides water services within the City. As undeveloped land, the Plan Area is not currently served by the City Utilities Department, and there is no existing water infrastructure within the Plan Area boundaries.

Water Supply and Infrastructure

As discussed in Section 1.7, the Folsom City Charter was amended to require a new source of water be identified and secured for the Plan Area. To this end, the project proponents have secured water supply capacity from the Natomas Central Mutual Water Company (NCMWC). In December 2007, the NCMWC shareholders approved the sale of 8,000 acre-feet per year of water to serve the FPASP with drought reduction provisions which provide a secure supply of not less than 6,000 acre-feet per year.

Components of the overall Plan Area water system include an off-site transmission main as well as an on-site water treatment plant, storage tanks, booster stations, distribution mains and laterals. The installation of water improvements will be performed in a multi-phased approach. The first two phases of development will be serviced via an initial water supply. The initial water plan includes the construction of necessary backbone infrastructure and an on-site water treatment plant. The water treatment plant is conceptually located north of Street "A". The final location of the water treatment plant will be negotiated between the property owners and the City, and may be located off-site if a suitable location is identified. The off-site infrastructure required to convey water from the Natomas Central Mutual Water Company to the Plan Area will be constructed to meet Plan Area needs. This includes the transmission main and any other components needed to physically transport water to the Plan Area. (Refer to Figure 12.1 – Conceptual Water & Non-Potable Water Plan).

Water Demand

A Water Supply Assessment was prepared by Tully & Young, Inc. dated October, 2009. This plan is included in the FPASP Backbone Infrastructure Plan and identifies a water demand of approximately

5,600 AF in an average precipitation year, based on Figure 4.1– Land Use Diagram, Table 4.1 – Land Use Summary and the water efficiency and conservation objectives and policies outlined in Section 10.3.3.

12.4 NON-POTABLE WATER

The FPASP will include a non-potable water distribution system. This system may also be called a "purple pipe" system to reflect the distinguishing pipe color which identifies a non-potable water system. The purpose of this system is to route non-potable water to parks, landscape parkways, and other locations appropriate for non-potable water use within the Plan Area (refer to policy 10.68). This system reduces the use of potable water for irrigation purposes (Refer to Figure 12.1 – Conceptual Water & Non-Potable Water Plan).

12.5 WASTEWATER

The Wastewater Division of the City of Folsom's Utility Department provides wastewater collection services within the City. As undeveloped land, the Plan Area is not currently served by the City Wastewater Division, and there is no existing wastewater infrastructure within the Plan Area boundaries.

The City of Folsom discharges its wastewater into the County systems: Sacramento Area Sanitation District (SASD) and Sacramento Regional County Sanitation District (SRCSD), for conveyance and treatment at the regional facility. A small portion of the Plan Area, the northeast corner, lies within the service area of the El Dorado Irrigation District (EID) and will be served by EID.

Wastewater Infrastructure

The proposed wastewater system serving the Plan Area will consist of gravity sewer mains, pump stations, force mains, localized collector lines, and individual laterals. Due to the topography of the Plan Area, wastewater will generally flow from east to west through gravity mains. A pump station is proposed for the Plan Area at the northwest corner of the site to pump all Plan Area wastewater flows, except those which may flow to EID, to an existing (dry) 24-inch force main constructed within Iron Point Road to serve the Plan Area (Refer to Figure 12.2 – Conceptual Wastewater Plan).

A Draft Wastewater Infrastructure Plan was prepared by J. Crowley Group, Inc. and updated by MacKay and Somps civil engineers and is included in the FPASP Backbone Infrastructure Plan. This plan identifies sizing and location of wastewater infrastructure.

12.6 STORMWATER

The City of Folsom Public Works Department provides stormwater services within the City. As undeveloped land, the Plan Area is not currently served by the City Public Works Division, and there is no existing stormwater infrastructure within the Plan Area boundaries.

The proposed stormwater system serving the Plan Area will comply with the requirements of the City of Folsom's NPDES Municipal Separate Storm Sewer (MS4) Permit in place at the time subsequent approvals are sought for development projects in the Plan Area. The existing MS4 permit requires the City to work with the other permittees in the Sacramento Stormwater Quality Partnership to develop a Hydromodification Management and establish amended development standards related to both hydromodification as Low Impact Development (LID). Also, the City and other permittees must update the Stormwater Quality Design Manual for Sacramento and South Placer Regions to provide technical guidance related to hydromodification and low impact development (LID). The objective is to control the volume, rate and duration of runoff to avoid downstream habitat degradation. These requirements are in addition to stormwater quality treatment requirements which address the quality of runoff.

The design of the Plan Area stormwater management system will comply with the city's hydromodification

standards in place at the time approvals are sought for development projects. Hydromodification is defined as the change in runoff characteristics from a watershed caused by factors such as urbanization of the land. Urbanization modifies natural watershed and stream processes by altering the terrain, modifying the vegetation and soil characteristics, introducing pavement and buildings, installing drainage systems and flood control infrastructure. These changes affect the hydraulic characteristics in the watershed (rainfall interception, infiltration, and runoff) and impact stream flows and the supply and transport of sediment in the stream system.

As the total area of impervious surfaces increases in previously undeveloped areas, infiltration of rainfall decreases, causing more water to runoff the surface as overland flow at a faster rate. Storms that previously did not produce runoff under rural conditions can produce erosive flows under developed conditions. The increase in the volume of runoff and the length of time that erosive flows occur ultimately intensifies sediment transport, causing changes in sediment transport characteristics and the hydraulic geometry (width, depth, slope) of channels, creeks and streams.

To manage hydromodification and avoid adverse impact to Alder Creek and its tributaries, runoff controls must be designed so the post development runoff does not detrimentally exceed predevelopment runoff rates, durations and volumes from the Plan Area. There are three HMP strategies that projects in the Plan Area may implement to manage hydromodification: low impact development (LID), flow duration control basins and in-stream approaches.

The Plan Area will utilize a low impact development (LID) approach to stormwater management that integrates conservation of natural site features with small scale engineered landscape elements. These elements will be designed to mimic the natural ecosystem of the drainage shed by promoting natural vegetative processes including evaporation, transpiration and infiltration of stormwater to reduce water flows and improve water quality.

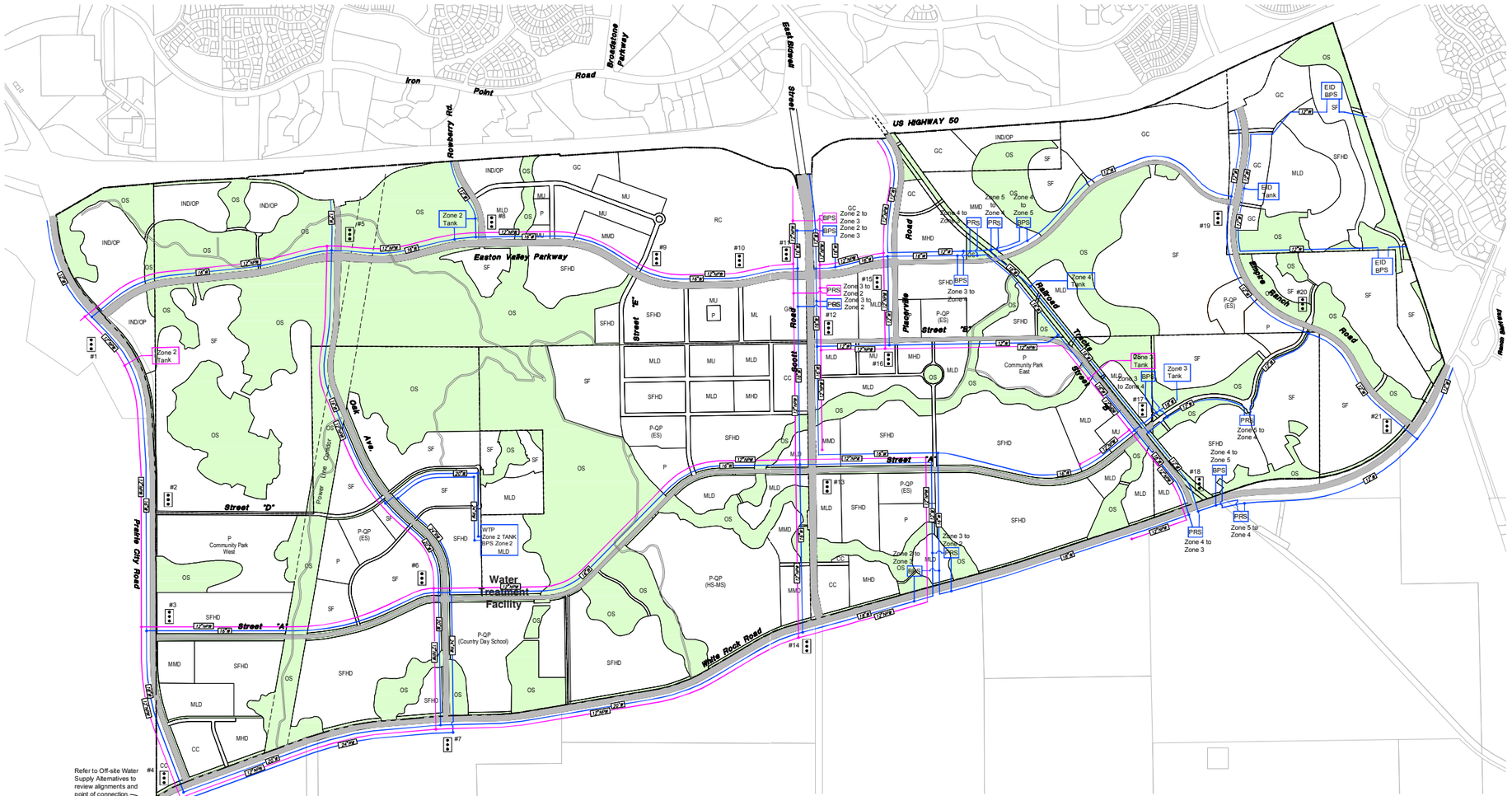
Once the stormwater passes through the LID elements, the runoff will enter a typical underground stormwater system. The Plan Area stormwater system is designed to collect and convey 100-storm events. The smaller storm events will be conveyed through an underground system of pipelines while the larger events will be direct overland. The stormwater runoff from the developed portions of the Plan Area will be directed to centralized drainage basins serving both peak flow attenuation and water quality treatment.

The Plan Area will also utilize the flow control approach for achieving the objectives of the HMP. The Plan Area's centralized drainage detention basins are generally located at the lowest point of a drainage shed adjacent to a creek or drainage swale. The LID elements will assist in reducing the amount of runoff and improving the water quality of the Plan Area runoff before it reaches the centralized drainage basins. The centralized drainage basins will address the remaining development impacts caused by urbanization of the drainage shed. It is anticipated that the Plan Area will use the flow control approach that uses a modified drainage detention basin often called a flow duration control (FDC) basin to meet the goal of reduced hydromodification of the receiving watercourse. FDC basins utilize infiltration facilities and specially engineered outlet structures that meter the drainage rate of runoff into the receiving watercourse to be below the range that is responsible for most channel bank and bed erosion. The discharge flows out of the FDC basins are managed so the pre and post-development flow duration curves for the receiving watercourse match within a defined tolerance.

The in-stream approach will also be investigated for use in the Plan Area to implement the objectives of the HMP. This approach stabilizes and restores already heavily impacted receiving waters to better withstand erosive flow rates and reduce the receiving watercourse erosion potential. Some of the techniques utilized in this approach include the reduction of slope gradient by increasing the sinuosity of the stream, step-pool drop structures and biotechnical bank stabilization techniques at locations that have erosion potential (Refer to Figure 12.3 - Conceptual Stormwater Plan).

Section 12

CONCEPTUAL WATER & NON-POTABLE WATER PLAN



INFRASTRUCTURE ABBREVIATIONS

WTP	Water Treatment Plant
BPS	Booster Pump Station
PRS	Pressure Reducing Station
SD	Storm Drain
SS	Sanitary Sewer
W	Water
RW	Raw Water
NPW	Non-Potable Water
FM	Force Main
DB	Detention Basin
WQB	Water Quality Basin
Hydro	Hydromodification Basin

INFRASTRUCTURE LEGEND

- SIGNALIZED INTERSECTION
- ROADWAYS
- STORM DRAIN SYSTEM
- SANITARY SEWER SYSTEM
- WATER SYSTEM
- NON-POTABLE WATER SYSTEM
- OFF-STREAM WATER QUALITY/HYDROMODIFICATION BASIN
- OFF-STREAM WATER QUALITY/HYDROMODIFICATION/DETENTION BASIN
- IN-STREAM DETENTION BASIN (10 YEAR, 24 HOUR STORMS & ABOVE)

NOTE:
Utilities alignments are shown outside of right-of-way for clarity. Utilities will be built within the right-of-ways and easements.

0 600 1200 feet

Backbone - Water & Non-Potable Water Infrastructure Exhibit

FOLSOM SPECIFIC PLAN

County of Sacramento, California

March 15, 2010

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1552 Eureka Road, Suite 100, Roseville, CA 95661 (916) 773-1100

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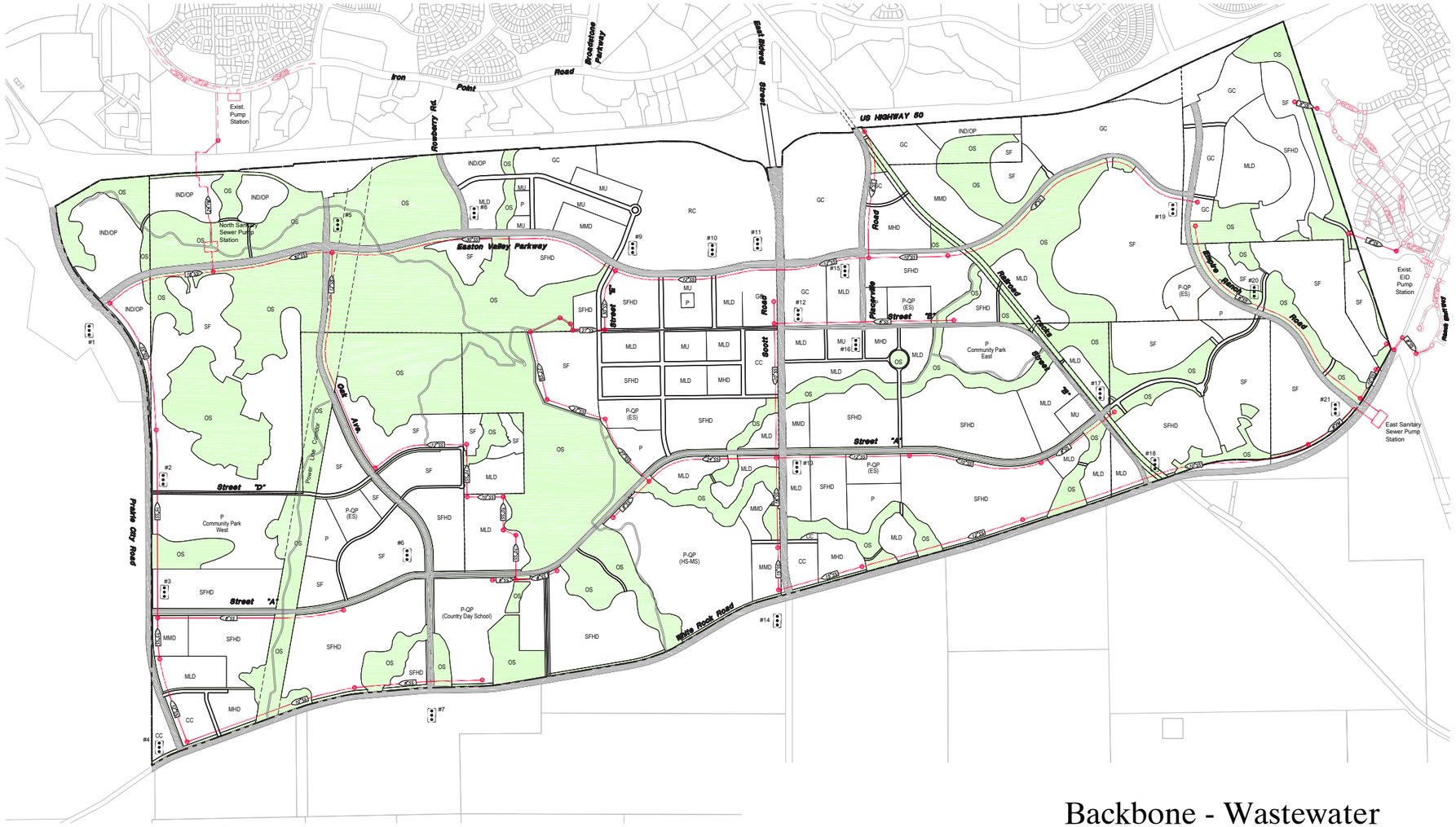
0 800 1600 2400

Figure 12.1
Conceptual Water & Non-Potable Water Plan

SECTION 12

CONCEPTUAL WASTEWATER PLAN



INFRASTRUCTURE ABBREVIATIONS

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INFRASTRUCTURE LEGEND

- SIGNALIZED INTERSECTION
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- STORM DRAIN SYSTEM
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- IN-STREAM DETENTION BASIN (10 YEAR, 24 HOUR STORMS & ABOVE)

NOTE:
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0 600 1200 feet

Backbone - Wastewater Infrastructure Exhibit

FOLSOM SPECIFIC PLAN

County of Sacramento, California

March 15, 2010

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

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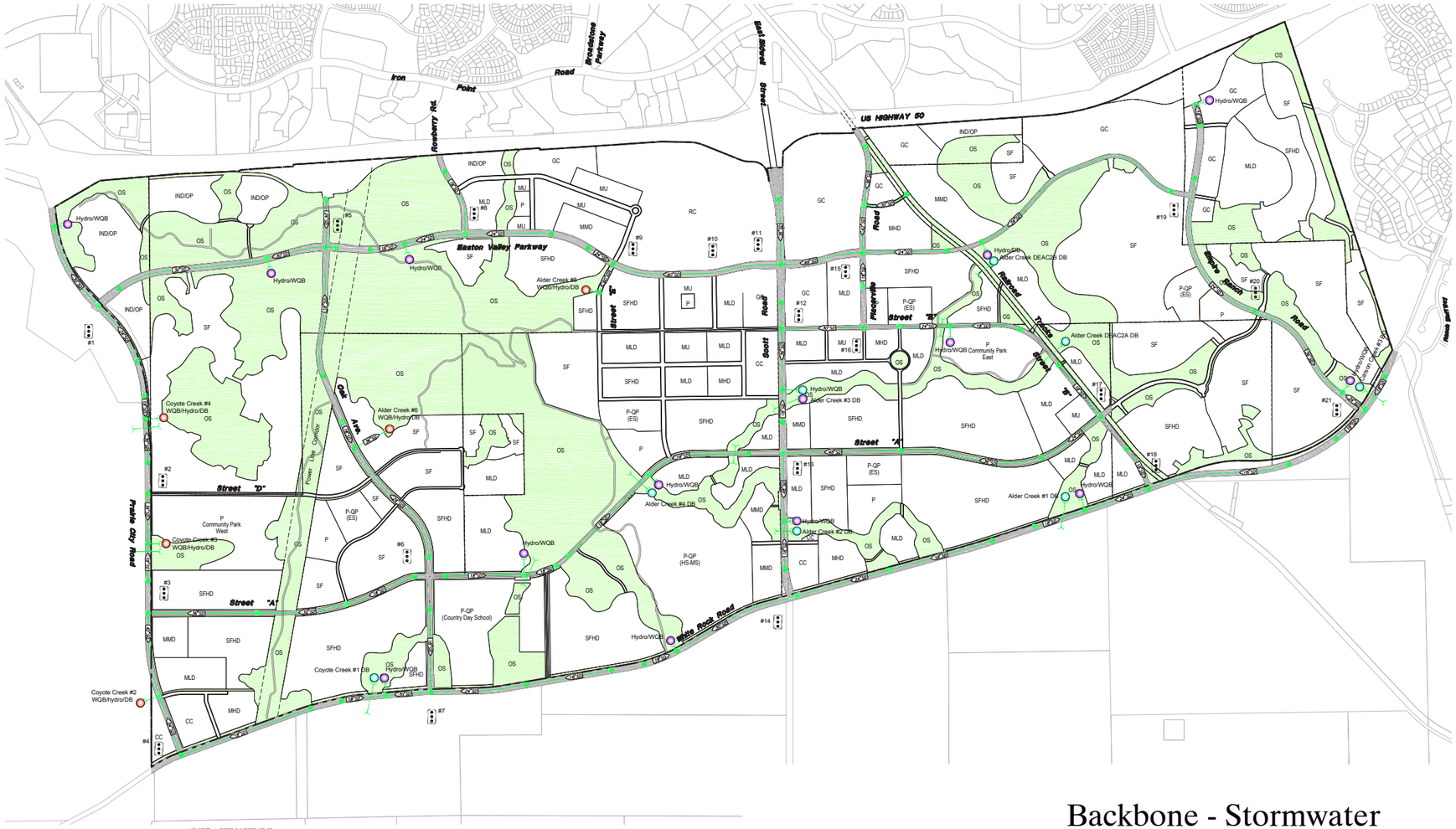
0 800 1600 2400

Figure 12.2 Conceptual Wastewater Plan

Section 12

CONCEPTUAL STORMWATER PLAN



INFRASTRUCTURE ABBREVIATIONS

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DB	Detention Basin
WQB	Water Quality Basin
Hydro	Hydromodification Basin

INFRASTRUCTURE LEGEND

- SIGNALIZED INTERSECTION
- ROADWAYS
- STORM DRAIN SYSTEM
- SANITARY SEWER SYSTEM
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- NON-POTABLE WATER SYSTEM
- OFF-STREAM WATER QUALITY/HYDROMODIFICATION BASIN
- OFF-STREAM WATER QUALITY/HYDROMODIFICATION/DETENTION BASIN
- IN-STREAM DETENTION BASIN (10 YEAR, 24 HOUR STORMS & ABOVE)

NOTE:
Utilities alignments are shown outside of right-of-way for clarity. Utilities will be built within the right-of-ways and easements.

0 600 1200 feet

Backbone - Stormwater Infrastructure Exhibit

FOLSOM SPECIFIC PLAN

County of Sacramento, California

March 15, 2010

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1968 Eureka Road, Suite 100, Roseville, CA 95661 (916) 772-1199

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0 800 1600 2400

Figure 12.4 Conceptual Stormwater Plan

12.7 DRY UTILITIES

The FPASP will have approximately 10,200 low, medium and high density residential units and approximately 5,300,000 square feet of commercial, retail, mixed use and office use plus schools and public facilities.

Natural gas, telephone and cable television services will be extended in joint trenches along all major roads, making these services available to all parcels in the Plan Area. The joint trenches will be placed in franchise or public utility easement parallel and adjacent to the road right of way. All new distribution facilities will be underground, with the exception of facilities such as transformer, switches and other pedestals and pad-mounted equipment. Sacramento Municipal Utility District (SMUD), Pacific Gas & Electric, AT&T and Comcast Communications will serve the FPASP.

12.7.1 Natural Gas

Pacific Gas & Electric Company (PG&E) will provide the Plan Area with natural gas service. Peak gas demand at buildout is estimated at approximately 818 thousand cubic feet per hour. PG&E currently has excess capacity in its system to serve a portion of the Plan Area. Several distribution and transmission facilities north of Highway 50 could be extended to the Plan Area to provide natural gas service.

PG&E also has a 10-inch steel natural gas distribution feeder main operating at transmission pressures that follows the existing Placerville Road from Highway 50 to White Rock Road and then follow White Rock Road east to El Dorado County.

PG&E will provide service to the Plan Area by installing one or more transmission pipelines and two natural gas regulator stations. The natural gas regulator stations will require a 20-foot by 80-foot easements with an all-weather access roadway for maintenance and operations.

Natural gas service will be distributed to the Plan Area by a network of eight-inch, six-inch and four-inch feeder mains. Distribution lines and services will be extended off the feeder mains and will be sized based upon the anticipated gas loads to the various parcels. Residential neighborhoods will likely be sized with two-inch distribution mains and half-inch services.

12.7.2 Electric Service

The Plan Area is bisected by an electric transmission corridor with a north-south alignment in the western portion of the Plan Area. The corridor contains two 230kV, one 115kV and one 69kV transmission lines. One 230 kV and the 115 kV lines are operated by PG&E and the other 230 kV and 69 kV lines are operated by SMUD. There are not any significant changes proposed to these facilities within the Plan Area. SMUD also has existing 69 kV and 12 kV sub-transmission facilities located within the Plan Area.

SMUD will supply electric service to the FPASP. Peak electric demand at buildout is estimated at approximately 87 megavolt amperes. Three electric substations will be necessary to provide electric service to the Plan Area. The electric substation locations are envisioned to be located in the vicinity of Easton Valley Parkway and Rowberry Road; a second electric substation will be located near White Rock Road and Scott Road and the third along Placerville Road north of Easton Valley Parkway.

The electric substations will be looped off the 69 kV overhead transmission facilities already in the Plan Area. A new 69 kV line will be installed extending from the existing power line corridor east along Easton Valley Parkway to the first electric substation located near Rowberry Road. Another 69 kV line will be installed to run east from the existing 69 kV line

located at Prairie City Road east along White Rock Road to the Scott Road electric substation. This 69 kV line will continue east along White Rock Road to Street 'B' where it will follow the railroad right-of-way to the northwest to the third electric substation.

The electric substations sites will range in size from 0.5-aces to 0.75 acres depending on lot geometry. The three electric substations will each have two 25 megavolt amperes (50 megavolt amperes total) and 8 underground 12 kV mainline circuits. Light wire 12 kV circuits will be looped off the mainline circuits via pad mounted fused switches and will distribute electric service to commercial and residential parcels in the Plan Area. Transformers will be located in residential neighborhoods and at commercial sites and will provide electric service to individual uses.

12.7.3 Telecommunication

AT&T is the incumbent local exchange carrier and will be the primary provider of telephone service to the Plan Area. The Plan Area will receive telecommunications service from two Wire Central offices: the Folsom Nimbus Wire Center and the El Dorado Wire Center.

The Plan Area will require a backbone network of conduits (4-4-inch conduits) and manholes in easements adjacent to the arterial and collector roadways capable of supporting both copper and fiber systems.

Telecommunications service to commercial, office and retail customers will be based on their requirements and are either copper or fiber optic services. Three remote terminal sites are anticipated to provide telecommunications service to the Plan Area. The locations of the three remote terminal sites will be generally located within the east, central and west area of the Plan Area.

The remote terminal sites will most probably be either controlled environmental vaults or controlled environment cabinets, each fed fiber optic cable from the central office. The traditional copper pairs will be used for business telephone service or T-1 service through fiber optic cable will be available for specific cases. Residential customers will receive telecommunications service via fiber-optic cable capable of providing internet access, dial tone and video services.

Mobile communication service providers will provide the Plan Area residents with wireless communications service. Wireless communications towers will be located throughout the Plan Area to provide complete coverage. Some wireless communications towers may be placed within open space areas, on field lighting towers located on school and park sites. Stand alone wireless communications towers located on park sites is strongly discouraged.

12.7.4 Cable Television

Comcast Communications is the cable television provider for the Plan Area and will serve provide cable and broadband service. Comcast Communications has facilities north of Highway 50 that can be extended into the Plan Area to provide service. Comcast Communications will install a fiber optic/coaxial hybrid system and offer internet access, dial tone and video services.

12.7.5 Solid Waste Collection

Currently, the City of Folsom generates more than 200 tons of waste per day. Development of the Plan Area will add to this figure and increase the demand for solid waste collection and disposal. The Solid Waste Division of the City of Folsom's Utilities Department currently

provides waste collection services to residential and commercial users within the City and will also provide these services to the Plan Area. The Solid Waste Division's goal is to *"provide cost effective and efficient solid waste, recycling and hazardous materials collection services for the City's residential and business community"*.

In order to comply with the provisions of The Integrated Waste Management Act, the State mandate for diversion of 50% of solid waste from landfills through source reduction, recycling and composting activities, the City of Folsom instituted its *SmartCart*, biweekly curbside recycling program for residential customers in October 2005. The *SmartCart* program separates household waste into three carts for collection: one for waste that can be recycled such as plastics, paper, glass and aluminum; one for green waste such as lawn clippings, leaves and small branches that can be composted; and one for residential garbage that must be taken to a landfill for disposal. The City also instituted its low cost *SmartBiz* cardboard, office paper and other mixed recyclables program for its business customers.

In order to reduce the potentially harmful effects of the improper disposal of hazardous waste, the City's Solid Waste Division offers a Neighborhood Cleanup Program, available by appointment three times a year; a door-to-door hazardous waste (HHW) disposal collection program, available by appointment; education classes for residents to learn about composting grass clippings and reducing the volume of other green waste; a rent-a-dumpster plan and a Sharps program, in partnership with local pharmacies, to recycle hypodermic needles.

In addition to the *SmartBiz* and *SmartCart* recycling services, Folsom also provides containers for the drop-off of pre-sorted recyclable materials at several locations in the City. All solid waste collection and recycling services in the Plan Area will be provided by the City of Folsom and be subject to the provisions of Chapter 8.32, Garbage Collection of the Folsom Municipal Code

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13 Section Thirteen Implementation

13.1 INTRODUCTION

Government Code Section 65451 mandates that a specific plan shall include a program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the proposed land uses and development as outlined in the specific plan. This section addresses the methods by which the FPASP will be implemented and includes subsections on approvals and entitlements, administrative procedures, development financing and phasing.

The FPASP is a tool to be used by City staff in reviewing and approving development entitlements within the Plan Area. The FPASP includes goals, objectives, policies, development standards and design guidelines that will help guide the development and build-out of the Plan Area. Responsibility for the interpretation of the goals, objectives, policies, development standards and design guidelines contained herein rests with the City of Folsom. Implementation of the FPASP is to be administered by the City of Folsom in concert with the City's General Plan and other FPASP implementing documents including, but not limited to the following:

- EIR/EIS and Mitigation Monitoring Program
- Transit Master Plan
- Operational Air Quality Mitigation Plan
- Backbone Infrastructure Plan
- Public Facilities Finance Plan
- Development Agreements
- Community Design Guidelines
- Open Space Management Plan

13.2 APPROVALS AND ENTITLEMENTS

Development within the Plan Area requires that it first be annexed to the City of Folsom. As a first step toward annexation, the Sacramento Local Agency Formation Commission (LAFCO) approved (Resolution No. LAFC 1196) amending the City of Folsom's Sphere Of Influence boundaries to include all of the Plan Area on 6 June 2001. LAFCo applied conditions to the Sphere of Influence Amendment (SOIA) approval that require the City of Folsom, prior to submittal of any application to annex property within the SOIA area (*Plan Area*), to comply with conditions of approval 1 through 16 of Resolution No. LAFC 1196 as well as complete entitlement documents A through G as specified in the Memorandum of Understanding (MOU) dated 14 November 2000 between the County of Sacramento and City of Folsom.

Although not required to create a specific plan as a condition of annexation of the SOIA area (*Plan Area*), the city nevertheless concluded that preparation and approval of a specific plan and accompanying environmental impact report and environmental impact statement (EIR/EIS) is the most practicable way of demonstrating compliance with the LAFCO conditions of approval as well as the requirements of the MOU. The FPASP and the FPASP EIR/EIS demonstrate compliance with the majority of the SOIA conditions of approval; however, a number of additional plans and actions, requiring city council approval, are required to demonstrate full compliance. In addition to City of Folsom and LAFCo approvals, the U.S. Army Corp of Engineers (USACE) must also approve the EIS portion of the joint EIR/EIS environmental document (refer to Table 13.1 – Approvals & Entitlements Sequence).

13.2.1 City of Folsom Specific Plan Actions and Approvals

The Folsom City Council shall approve the following plans and agreements prior to submitting an application to LAFCo to annex the SOIA area (*Plan Area*) to the City of Folsom:

- The Folsom Plan Area Specific Plan (FPASP)
    - Summary and Sections 1 through 13 plus
    - Appendix A – Development Standards
    - Appendix B – General Plan Consistency Analysis
- Community Design Guidelines
- The ***EIR*** portion of the FPASP Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Findings of Fact, Statement of Overriding Considerations and Mitigation Measures and the Mitigation Measures Monitoring Program. The U.S. Army Corp. of Engineers will issue the Record of Decision (ROD) for the EIS portion of the joint environmental document.
- ***General Plan Amendment***

  As required by California Government Code Section 65454, a specific plan must be consistent with the general plan. Appendix B of the FPASP provides the required City of Folsom General Plan consistency analysis and specifies the policies that must be amended. A City of Folsom General Plan Amendment will be approved by the Folsom City Council concurrent with its approval of the FPASP to ensure that the FPASP is consistent with the General Plan.
- ***Pre-zoning***

  The entire Plan Area has been zoned SP – Specific Plan District and assigned a number as required in FMC Section 17.37.040. The Plan Area will be delineated on the City's zoning map as SP and bear the number that distinguishes the FPASP from all other specific plan areas in the city. The FPASP creates zoning categories and development standards that are unique and only apply to the Plan Area. Upon adoption of the FPASP, its zoning regulations and development standards will guide development in the Plan Area and where conflicts exist between Chapters 17.02 through 17.112 of the Folsom Municipal Code, the FPASP regulations and development standards shall prevail
- ***Development Agreement(s)***

  Approval of a specific plan does not vest development entitlements; however, under California law, a development agreement establishes a vested right to proceed with development in conformance with the policies, rules and regulations in effect at the time of approval (§65864). Development agreements provide a developer with assurances for a specified length of time that his/her project may proceed as originally approved and not be affected by future changes in land use regulations [1.]

  As part of the FPASP approval process, the City of Folsom will enter into one or more development agreements, as provided for in California Government Code Sections 65864-65869.5, with one, several or all of the Plan Area land owners. The FPASP will facilitate the administration of the Development Agreement(s).

- ***Large Lot Tentative Subdivision Map***

  Large lot tentative subdivision maps are intended to establish ownership boundaries for large land parcels, street rights-of-ways and easements and are usually conditioned to restrict further entitlements until a small lot tentative subdivision map is approved. Once recorded, large lot tentative maps allow for the sale, lease, transfer and/or financing of land parcels. The large lot tentative subdivision map(s) to be approved by the city consists of the large parcels and the arterial and collector road rights-of-way and easements shown on Figure 4.1. Additional large lot tentative subdivision maps may be approved by the city after annexation occurs as long as they are consistent with the FPASP and Chapter 16 of the FMC. Refer to Section 13.2.4 for additional information on the tentative subdivision map approval process.

- ***Transit Master Plan.***

  As required by Resolution No. LAFC 1196, a Transit Master Plan has been prepared that includes recommendations for incorporation of a transit corridor in the Plan Area as well as a fixed route bus network and potential station locations.

- *Operational Air Quality Mitigation Plan*

  As required by Resolution No. LAFC 1196, an Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management Control District. The Operation Air Quality Mitigation Plan contains air quality mitigation measures that reduce emissions by 35 percent from the potential emissions that could occur without an approved mitigation program.

- ***Public Facilities Finance Plan***

  As required by Resolution No. LAFC 1196, a Public Facilities Finance Plan has been prepared that describes the details of public infrastructure, its financing and construction phasing.

- ***Water Source and Agreement***

  As required by Resolution No. LAFC 1196, the Plan Area land owners have secured a new water source for the Plan Area by negotiating the acquisition of a long-term Central Valley Project (CVP) water entitlement from the Natomas Central Mutual Water Company under Contract No. 14-06-200-885A-R-1 with the United States Bureau of Reclamation for the purpose of serving the Plan Area. A Memorandum of Understanding (MOU) has been executed between the Plan Area landowners and the city on the processing of the water right assignment and the eventual ownership of the water right by the city. Prior to the approval of the assignment by the Bureau of Reclamation to the city, a formal agreement will be executed between the landowners and the city on the financing structure and use of the water rights.

- ***Open Space Management Plan***

  Preparation of an Open Space Management Plan is not a condition of annexation; however, the city requires its preparation and adoption as part of the specific plan approval process. The plan contains details of the management, maintenance and financing of open space resources.

- *AB-8 Tax Sharing Agreement*

  As required by the California Constitution, state statues and Resolution No. LAFC 1196, the City of Folsom and Sacramento County have entered into an agreement regarding the apportionment of all future tax revenues from the SOIA (Plan Area) area.

- *Backbone Infrastructure Plan*

  A backbone infrastructure plan has been prepared for the Plan Area infrastructure and public facilities and it includes the following plans:

  - **Water Master Plan**

    As required by LAFC Resolution 1196, a Water Master Plan has been prepared that includes details of the off-site transmission main, the on-site water treatment plant, storage tanks, booster stations, distribution mains and laterals. A water supply assessment is also included with the water infrastructure plan.

  - **Wastewater Master Plan**

    As required by LAFC Resolution 1196, a Wastewater Master Plan has been prepared that includes details of gravity sewer mains, pump stations, force mains, localized collector lines and individual laterals.

  - **Stormwater Master Plan**

    As required by LAFC Resolution 1196, a Stormwater Master Plan has been prepared that includes details of the balanced centralized and low impact development stormwater management system.

  - **Non-Potable Water Master Plan**

    A non-potable water master plan has been prepared that includes details of the main "purple pipe" system for future irrigation of parks, landscape corridors, natural parkways and other public landscaped spaces.

The Folsom Plan Area Specific Plan and its associated plans will be conditionally approved until the Plan Area is annexed to the City of Folsom.

13.2.2 U.S. Army Corp of Engineers Actions and Approvals

The U.S. Army Corp of Engineers (USACE) is the lead federal agency for purposes of complying with the National Environmental Policy Act (NEPA) and will render a Record of Decision (ROD) on the Environmental Impact Statement (EIS) portion of the joint environmental document. Individual Section 404 wetland permits will also be issued by the USACE.

13.2.3 LAFCo Annexation Actions and Approvals

Once the City of Folsom and the USACE approve all of the plans, reports and documents described in Sections 13.2.1 and 13.2.2, the city will proceed with preparing the LAFCo application and supporting documentation for annexation of the SOIA area (Plan Area) including:

- LAFCo application
- Metes and bounds legal description of the Plan Area
- Assessor parcel maps
- FPASP - Volumes I & II
- FPASP EIR/EIS including findings of fact, statement of overriding considerations and mitigation measures and monitoring program.
- General Plan Amendment
- Pre-zoning
- Development Agreement(s)
- Large lot tentative subdivision map(s)
- Transit Master Plan
- Operational Air Quality Mitigation Plan
- Public Facilities Finance Plan
- Water source and agreement
- Open Space Management Plan
- Folsom Cordova Unified School District school funding agreement
- AB 8 Tax Sharing Agreement between the City of Folsom and Sacramento County
- Backbone Infrastructure Plan
    - Water Master Plan
    - Wastewater Master Plan
    - Stormwater Master Plan
    - Non-Potable Water Master Plan

As part of the LAFCo annexation approval process, additional environmental review will also be required.

13.2.4 Subsequent City of Folsom Approvals and Entitlements

Upon approval of the SOIA annexation request by LAFCo, the Plan Area becomes part of the City of Folsom and the FPASP will provide the basis for considering all subsequent discretionary and ministerial project approvals and entitlements subject to proper environmental analysis under the FPASP EIR/EIS. The Plan Area will develop in multiple phases with full build-out expected in 2027 or later. To move forward with a particular Plan Area project, the City of Folsom will require full compliance with the FPASP policies and development standards, the FPASP EIR/EIS mitigation measures and the applicable chapters of the Folsom Municipal Code and other city standards, policies and regulations. Processing of individual development applications shall be subject to review and approval by the City of Folsom of one or more of the following discretionary or ministerial entitlements:

DISCRETIONARY PROJECT APPROVALS

- ***Design Review***

All Plan Area projects including project level design guidelines, signs, building permits for commercial, industrial/office park, mixed-use, public and quasi-public buildings, and tentative subdivision map approval for multi-family and single-family residential projects will be subject to Design Review approval by the city as outlined in FMC Chapter 17.06. In reviewing Plan Area projects, the city shall be governed by the criteria outlined in FMC Chapter 17.06.070 and the following FPASP criteria:

A. Compliance with the intent and purpose of the FPASP.

B. The project's consistency with the objectives, policies, development standards and community design guidelines of the FPASP. Minor administrative modifications, of the development standards, as provided for in Section 13.3.1 may be permitted to encourage the efficient use of land and the creation of open space.

C. Implementation of applicable mitigation measures set forth in the FPASP EIR/EIS.

Design Review applications may be submitted and reviewed prior to, or concurrently with, a tentative map approval application.

- ***Project Level Design Guidelines***

All Plan Area projects including commercial, industrial/office park, mixed-use, multi-family and single-family residential projects that are part of a tentative subdivision map submittal, must prepare design guidelines for review and approval as part of the Design Review process outlined above. Project level design guidelines may include one or more land parcels and one or more land uses. Design review guidelines shall address project details including placement of building, architectural details, colors, grading, landscaping and lighting, etc.

- ***Subdivisions***

In California, land cannot be subdivided without local government approval. The division of land for sale is regulated by local ordinances based on the state Subdivision Map Act (CA Govt. Code Section 66410). The FPASP and FMC Chapter 16 will govern the design of Plan Area subdivisions including the size of lots and types of improvements that will be required as conditions of approval. There are two types of subdivisions: Parcel maps which are divisions resulting in four lots or less and subdivisions which create 5 or more lots.

- **Tentative Maps**

Design Review approval, either prior to or concurrently with a tentative subdivision map approval, is required. CEQA compliance is also required along with a public hearing before a tentative map can be approved by the planning commission. Tentative map approvals by the Planning Commission are final approvals, unless accompanied by a rezone, which shall require City Council approval. All tentative maps approved by the Planning Commission shall be subject to appeal procedures in accordance with FMC. Tentative map approvals are also subject to conditions that must be met within a specified time period in accordance with the Subdivision Map Act, unless a Development Agreement specifies otherwise... Conditions of approval require the applicant to provide public improvements such as streets, stormwater facilities, water supply and wastewater lines to serve the subdivision and to dedicate land for parks and elementary school sites consistent with FMC Chapter 16.32.040 and 16.32.110.

- **Final Maps**

  Approval of a final map is ministerial if all of the tentative map conditions have been met. When all the conditions of an approved tentative map have been satisfied, improvement plans have been prepared and approved, all improvements shown on the plans have been installed, or their installation guaranteed by a bond, and all park and elementary school parcels have been dedicated to their respective agencies, then the map can be granted final approval by the city and be recorded in the county recorders office.

MINISTERIAL PROJECT APPROVALS

- Building Permits

Building permit applications are a ministerial project approval; however, the FPASP requires that all building permits applications be subject to discretionary design review approval before they can be processed.

ENVIRONMENTAL REVIEW

All subsequent project entitlement applications will be reviewed to insure that they are consistent with the FPASP, the FPASP EIR/EIS and the FPASP EIR/EIS mitigation measures. A mitigation monitoring program will be adopted by city council to ensure implementation of the EIR/EIS mitigation measures. Environmental review for subsequent project approvals will be accordance with CEQA guidelines (Program EIR) and applicable NEPA statues and regulations.

Discretionary and ministerial actions and approvals by federal and state agencies not listed in the FPASP or actions not shown below, are required to implement the FPASP may rely on this document and the accompanying EIR/EIS or tier off this document.

Table 13.1				
Plans & Documents	Potential Approval Sequence			
	1st	2nd	3rd	4th
	City of Folsom Specific Plan Actions and Approvals	U.S. Army Corp of Engineers Actions and Approvals	Sacramento LAFCo Annexation Actions and Approvals	Subsequent City of Folsom Approvals and Entitlements
Folsom Plan Area Specific Plan	✓			
Volume I: Sections 1 through 13 & Appendices	✓			
Volume II: Community Design Guidelines	✓			
Environmental Impact Report/Statement EIR/EIS	✓			
Findings of Fact	✓			
Statement of Overriding Considerations	✓			
Mitigation Measures	✓			
Mitigation Measures Monitoring Program	✓			
General Plan Amendment	✓			
Pre-Zoning	✓			
Development Agreement(s)	✓			
Large Lot Tentative Subdivision Map(s)	✓			
Transit Master Plan	✓			
Operational Air Quality Mitigation Plan	✓			
Public Facilities Finance Plan	✓			
Water Source and Agreement	✓			
Open Space Management Plan	✓			
AB 8 Tax Sharing Agreement	✓			
Backbone Infrastructure Plan	✓			
Section 404 Wetland Permits		✓		
Annexations Request and Supporting Documents			✓	
FCUSD School Funding Agreement			✓	
LAFCo Annexation Conditions of Approval			✓	
LAFCo Annexation Environmental Document			✓	
Findings of Fact			✓	
Statement of Overriding Considerations			✓	
Mitigation Measures			✓	
Mitigation Measures Monitoring Plan			✓	
Design Review				✓
Project Level Design Guidelines				✓
Tentative Maps				✓
Final Maps				✓
Building Permits				✓
Environmental Review				✓

13.3 ADMINISTRATIVE PROCEDURES

The City of Folsom is responsible for the interpretation of the policies, development standards and design guidelines contained within the FPASP. The City is also responsible for the administration, implementation and enforcement of the FPASP. While the FPASP has defined the process and procedures for subsequent entitlement approval, the Community Development Department may, at its discretion, defer review and action of any item, where it has decision making authority to the City Planning Commission and/or the City Council. Individual project applications will be reviewed by the city to determine consistency with the FPASP and other Plan Area regulatory documents.

The FPASP will also be administered, as appropriate, in conjunction with the City's General Plan and Municipal Code. As part of the FPASP approval process, the Plan Area is zoned SP and distinct zoning categories and development standards are approved. In any instance where the FPASP provisions conflict with the standards or requirements of the Folsom Municipal Code, the Specific Plan provisions shall take precedence. Where this FPASP is silent, the FMC shall prevail.

13.3.1 Minor Administrative Modifications and Amendments

It is the intent of the FPASP to present a comprehensive set of standards and guidelines for the development of the Plan Area. These standards and guidelines have been written in a manner to promote a high quality development while allowing for creativity and flexibility in design. However, changes in market conditions or City or developer interests may result in the need for minor modifications or amendments to the Plan. Minor administrative modifications do not have a significant impact on the plan, if they are deemed consistent with the objectives and policies of the FPASP, and can be approved administratively. Amendments to the FPASP are major changes to the original intent of the plan and will be approved in the same manor the FPASP was approved pursuant to California Government Code Section 65453.

MINOR ADMINISTRATIVE MODIFICATIONS

Minor administrative modifications (MAM) to the FPASP that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figures 4.1 and 4.3 and the land use acreages shown in Table 4.1 may be approved administratively by the Community Development Department, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed Town Center.
- The modification maintains compliance with City Charter Article 7.08, previously known as Measure W.
- The modification matches parcel adjustments within each development phase to maintain total acreages for each land use designation per phase.
- The modification retains a minimum of eighty percent (80%) of the original total gross parcel acreage not to exceed one hundred twenty percent (120%) of the original gross parcel acreage approved under the specific plan (for example, an original 100-gross-acre land use parcel could be adjusted to a maximum of 120-gross acres or to a minimum of 80-gross acres).
- The general land use pattern remains consistent with the intent and spirit of the FPASP
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified

in the EIR/EIS.

- Relocated park or school parcels continue to meet the standards for the type of park or school proposed.
- Relocated park or school parcels remain within walking distance of the residents they serve.

Minor administrative modifications to the FPASP may be reviewed and approved at the discretion of the Community Development Department and no City Planning Commission or City Council review is required unless the modification approval is appealed. However, if a minor administrative modification is appealed, it shall be reviewed by the Planning Commission who shall have authority to approve or deny the minor administrative modification. The Planning Commission decision may be appealed to the City Council.

SPECIFIC PLAN AMENDMENTS

A Specific Plan amendment is required for any proposed change to the FPASP that will increase environmental impacts or other major changes that meet one or more of the following criteria:

- Significant changes to the distribution of land uses beyond those allowed by the FPASP.
- New land use categories not specifically described in the FPASP.
- Significant changes to the circulation pattern that may alter the backbone infrastructure network or capacity (roadways or utilities).
- Changes that exceed the analysis limitations of the EIR/EIS.
- Changes to the Development Standards that would significantly alter the quality or character of the Plan Area.

A FPASP amendment requires approval of the City Planning Commission and the City Council. The FPASP may be amended as often as deemed necessary by the City Planning Commission and City Council. A FPASP amendment shall be approved in the same manner the FPASP was approved pursuant to California Government Code Section 65453.

13.3.2 Transfer of Development Rights

The FPASP permits flexibility in transferring residential unit allocations and commercial building area allocations to reflect changing market demand. Transfer of residential unit allocations and commercial, industrial/office park and the commercial portions of mixed use building area allocations will be allowed as a minor administrative modification consistent with section 13.3.1. The city will prepare and periodically update a dwelling and building area allocation table, based on Table 4.3, that will tract the actual number of residential units and commercial building area constructed in order to determine the number of residential units and commercial building area that may be transferred.

RESIDENTIAL DWELLING UNIT ALLOCATION TRANSFERS

In addition to the requirements set forth in Section 4.7, the City shall approve residential dwelling unit allocation transfers or density adjustments between any Plan Area residential land use parcel or parcels, provided the following conditions are met:

- The transferor and transferee parcel or parcels are located within the Plan Area and are designated for residential use.
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A.

- The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS.
- The transfer of units does not adversely impact planned infrastructure, roadways, schools or other public facilities; affordable housing agreements; or fee programs and assessment districts; unless such impacts are reduced to an acceptable level through project-specific mitigation measures.

TRANSFER OF COMMERCIAL, INDUSTRIAL/OFFICE PARK AND MIXED USE BUILDING AREA

In addition to the requirements set forth in Section 4.8, the City shall approve commercial, industrial/office park and the commercial portion of mixed use building area allocation transfers between commercial to commercial parcels, industrial/office park to industrial/office park parcels and the commercial portions of mixed use parcels to commercial portions of mixed use parcels provided that:

- The transferor and transferee parcel or parcels are located within the Plan Area and are designated for either commercial, industrial/office park or mixed-use.
- The resultant FAR of the transferor parcel is not less than the minimum FAR specified in Tables A.9, A.10, A.11 and A.12.
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A.
- The transfer does not result in increased impacts beyond those identified in the FPASP EIR/EIS.
- The transfer does not adversely impact planned infrastructure, roadways, schools or other public/quasi-public facilities; affordable housing agreements; or fee programs and assessment districts, unless such impacts are reduced to an acceptable level through project-specific mitigation measures.

13.3.3 Existing Uses Permitted

Any existing uses within the Plan Area such as cattle grazing, existing as of the date of adoption of the FPASP, that are intended to continue shall be considered "grandfathered" and allowed to continue under the new FPASP zoning.

13.3.4 Use Permits

Use permits may be granted by the city if the request is consistent with the Development Standards in Appendix A and follows the process outlined in the Folsom Municipal Code section 17.60.

13.3.5 Variances

Requests for variances to the Development Standards outlined Appendix A shall follow the process outlined in Folsom Municipal Code section 17.62.

13.3.6 EIR / EIS Mitigation Measures

As part of the approval of the FPASP and the FPASP EIR/EIS, a mitigation monitoring plan was approved to ensure that all mitigation measures are complied with (refer to the FPASP EIR/EIS Mitigation Measures and the Mitigation Monitoring Plan).

13.3.7 Appeals

Any decision of the Community Development Department may be appealed to the Planning Commission within ten (10) days after the decision of the Community Development Department is rendered. Any decision of the Planning Commission may be appealed to the City Council within ten (10) days after the decision of the Planning Commission is rendered.

13.4 CONCEPTUAL DEVELOPMENT AREAS

The FPASP provides for a full range of services, facilities and infrastructure required to support the growth and development of the Plan Area through final build-out. As described in Section 4.1, the existing physical features of the property naturally divide the Plan Area into distinct districts or development areas shaped in part by the diversity of their proposed land uses as well as the physical setting of each development area. The development areas depicted in Figure 13.1 do not indicate development phasing or a prescriptive approach to phasing; rather they depict conceptual development areas based on the logical placement of infrastructure, utilities, roads, and land uses that may or may not develop as depicted. Furthermore, shifts in market demand and available financing mechanisms may also play a role in the way the FPASP develops over time and that may alter the boundaries of the development areas as well as their number. The concept of development areas offers a way of describing the orderly and cost effective phasing of backbone infrastructure construction as discussed in Section 13.6 (refer also to the Backbone Infrastructure Plan and the Public Facilities Financing Plan for additional information on development areas). The four proposed conceptual development areas are shown in Figure 13.1, summarized in Table 13.2 and described in further detail as follows:

North Development Area

The north development area is bounded by U.S. Highway 50 on the north; New Placerville Road and Scott Road on the east, the open space preserve to the west and Street A to the south. The north development area includes the regional commercial center; much of the Plan Area general commercial land use; the town center and entertainment zone; mixed use developments; multi-family residential and single-family high density residential neighborhoods, two elementary schools; a proposed fire station and police substation; and neighborhood and local parks.

South Development Area

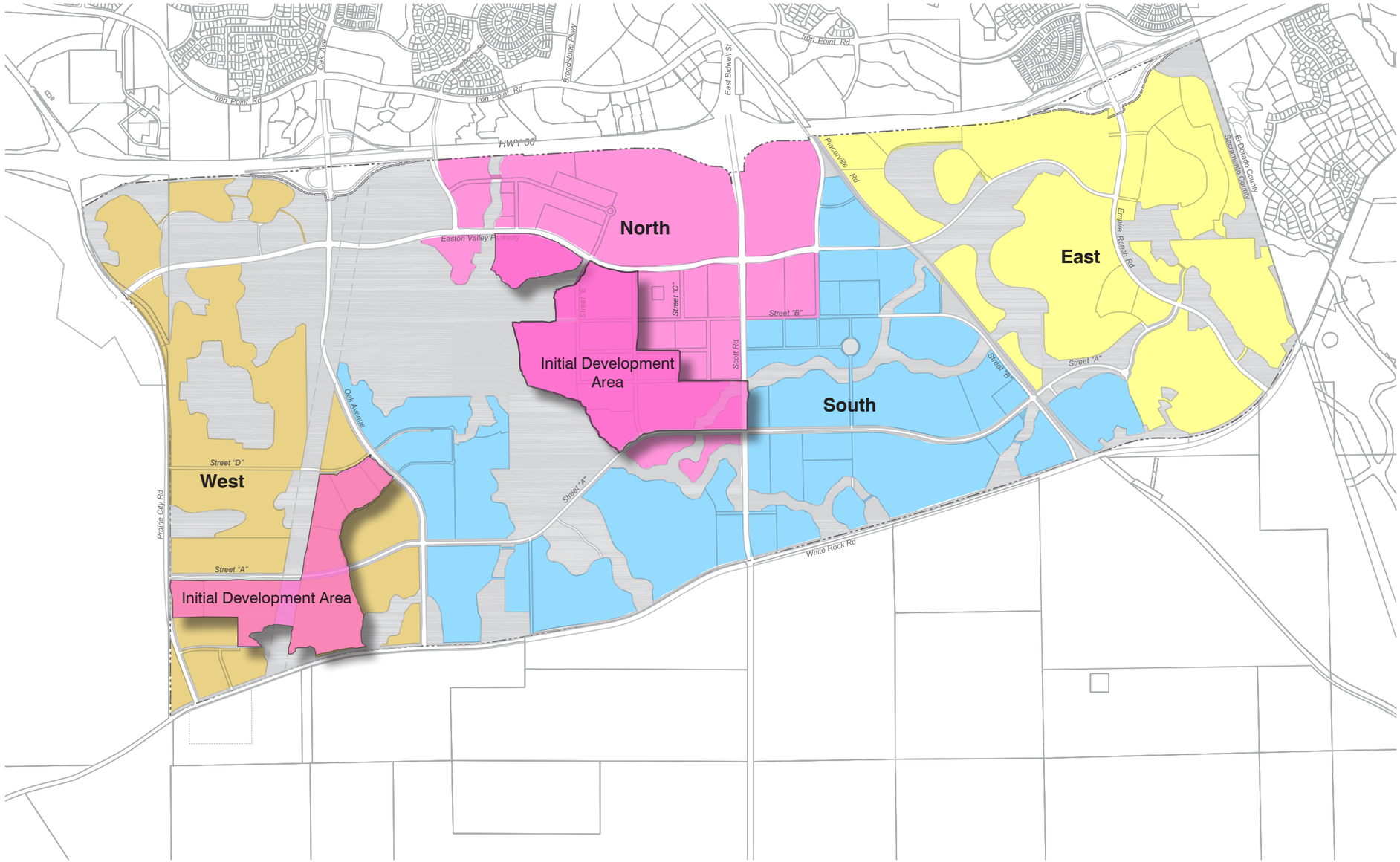
The south development area is bounded on the north by the southern edge of the north development area; the Sacramento-Placerville Transportation Corridor on the east, White Rock Road on the south and the proposed Oak Avenue on the west. The south development area contains the largest acreage of the four development areas and includes community commercial sites; neighborhood mixed-use developments; multi-family residential and single-family high density residential neighborhoods; an elementary school; community park east and neighborhood parks.

East Development Area

The east development area is bounded by the eastern Plan Area boundary; White Rock Road on the south, the Sacramento-Placerville Transpiration Corridor on the west and U.S. Highway 50 on the north. The east development area consists primarily of multi-family residential, single-family high density residential and single family residential neighborhoods, although several general commercial sites are located in the vicinity of the proposed Empire Ranch Road adjacent to U.S. Highway 50. The east development area also includes a neighborhood park and one elementary school.

Section 13

CONCEPTUAL DEVELOPMENT AREAS



- North Development Area
- East Development Area
- South Development Area
- West Development Area

Figure 13.1 Conceptual Development Areas

West Development Area

The west development area is bounded by U.S. Highway 50 on the north, the open space preserve and Oak Avenue on the east, White Rock Road on the south and Prairie City Road on the west. The west development area includes industrial/office park developments north of Easton Valley Parkway; a community commercial neighborhood center at the intersection of Prairie City and White Rock Roads; multi-family residential, single-family high density residential and single family residential developments, one elementary school; community park west and a neighborhood park.

Table 13.2
Land Use Summary by Development Area

Development Area	Land Use Designation														
	SF	SFHD	MLD	MMD	MHD	MU-Res	Subtotal	MU-Com	IND/OP	CC	GC	RC	P	PQP	OS
	(Dwelling Units)							(Acres)							
North															
Initial	91	335	213				639								
Remainder	36	134	526	234	158	545	1,633	47.3	9.2	13.0	100	110.8	14.1	11	176.7
Subtotal North	127	469	739	234	158	545	2,272								
West															
Initial	44	474					518								
Remainder	470	196	123	161	246		1,196		69.5	17.4			54.5	10	295.2
Subtotal West	514	670	123	161	246		1,714								
South	161	1,623	1,093	423	847	136	4,283	11.8		8.4	5.3		42.8	148.3	372.3
East	885	171	479	406			1,941		10.5		107.6		10.3	10	208.9
Totals	**2,328**	**4,072**	**3,296**	**1,619**	**1,655**	**1,226**	**10,210**	**59.1**	**89.2**	**38.8**	**212.9**	**110.8**	**121.7**	**179.3**	**1053.1**

Note: The initial phases represent only one possible scenario for how development could begin. Neither initial phase is a prescriptive requirement

13.5 BACKBONE INFRASTRUCTURE & PUBLIC SERVICES

Backbone Infrastructure refers to the streets, bridges, bikeways and trails; water, wastewater and stormwater facilities; utilities; and other public facilities such as schools, libraries, parks and police and fire stations that are needed to deliver public services to a community. The backbone infrastructure is sized and located to primarily service the needs of Plan Area residents. The FPASP along with its accompanying Backbone Infrastructure Plan and Public Facilities Finance Plan (PFFP) describes in detail the ultimate backbone infrastructure for the Plan Area. The FPASP further distinguishes three types of backbone infrastructure: Regional, Primary and Secondary.

All or portions of regional, primary and secondary backbone infrastructure may be constructed in advance of the construction of individual development parcels. However, it is anticipated that infrastructure will be constructed in pace with development so long as the appropriate level of service is maintained. Construction of infrastructure for individual development parcels will occur after approval and recording of final maps. The FPASP also includes public facilities including schools, parks, police and fire stations, a municipal service center and open space. The construction funding and phasing of these public infrastructure projects is specified in the development agreements(s) and the PFFP.

13.5.1 Regional Backbone Infrastructure

Regional backbone infrastructure refers primarily to the Highway 50 and regional road improvements that are required as a condition of annexation of the Plan Area to the City of Folsom. Improvements to Highway 50 and existing regional roads are required because of the impacts Plan Area development will have on them.

Local Road Improvement Plan

Condition 4 of LAFC Resolution No. 1196 and mitigation measure 4.4-1 in the accompanying Mitigation Monitoring and Reporting Plan requires the City of Folsom, with the cooperation of Sacramento and El Dorado Counties, to prepare a plan to address the necessary improvements to the local roadway network of each jurisdiction in order to mitigate the impacts associated with development of the sphere of Influence Amendment Area (*Plan Area).* In this case, the identified existing local road network that requires improving includes: White Rock Road, Placerville Road, Scott Road and Prairie City Road. The FPASP and FPASP PFFP include improvements to these existing local roads and a financing and construction phasing strategy to achieve service levels that are consistent with the General Plans of the City of Folsom, Sacramento County and El Dorado County.

As an independent part of this effort, Sacramento County is proceeding with the White Rock Road General Plan Amendment and Widening, Improvement and Safety Project (Phases A, B & C). Phase C of this project calls for the widening and realignment of White Rock Road to 4-lanes with a raised center median and bike lane for the portion of White Rock Road that abuts the southern boundary of the Plan Area. Currently, Phase C is an unfunded county project. As an additional improvement, the FPASP is responsible for constructing one additional traffic lane and adjacent Class I bike path along the northern frontage of the proposed White Rock Road widening.

Regional Road (Highway 50) Improvement Plan

Condition 5 of LAFC Resolution No. 1196 and mitigation measure 4.4-2 in the accompanying Mitigation Monitoring and Reporting Plan requires the City of Folsom, with the cooperation of CalTrans, Sacramento County, El Dorado County, the El Dorado County Transportation Commission and SACOG to identify the traffic/transportation measures that must be implemented to mitigate the potential impacts on regional transportation infrastructure (Highway 50) from proposed development within the SOIA area (*Plan Area*). The required Highway 50 improvements have been identified and include:

- Proportional share of Oak Avenue/Highway 50 interchange and associated Highway 50 improvements.
- Proportional share of Prairie City Road/Highway 50 interchange improvements and associated Highway 50 improvements.
- Proportional share of Empire Ranch Road/Highway 50 interchange and associated Highway 50 improvements.
- Proportional share of East Bidwell-Scott Road/Highway 50 interchange improvements and associated Highway 50 improvement.

A funding and phasing plan has been developed for these improvements the details of which are included in the FPASP Public Facilities Finance Plan. The PFFP proposes community facilities districts and impact fee programs to fund the majority of the improvements.

13.5.2 Primary Backbone Infrastructure

Primary backbone infrastructure consists of the critical segments of roads, water, wastewater and utilities that must be constructed concurrent with development. The scale of primary backbone infrastructure distinguishes it from secondary backbone infrastructure which is more oriented to the construction of the development areas. The construction of major backbone infrastructure such as the off-site water transmission line, storage tank and booster pump; the major wastewater pump station and force main; and Easton Valley Parkway, Empire Ranch

Road and Rowberry Road require the participation and sharing of costs by all Plan Area property owners.

Water

A new water supply for the Plan Area is a condition of annexation of the Plan Area to the City of Folsom. LAFC Resolution No. 1196 and City Charter Article 7.08 require the City of Folsom to identify and secure a new source of water supply to serve the Plan Area and the new supply shall not be paid for by Folsom residents north of Highway 50. In December 2007, the Plan Area property owners secured a new water supply from the Natomas Central Mutual Water Company (NCMWC) for the sale of 8,000 acre-feet per year of water to serve the Plan Area, with drought reduction provisions which provide a secure supply of not less than 6,000 acre-feet per year. To access this supply, an off-site transmission main and other off-site components needed to physically transport the water to the Plan Area must be constructed along with an on-site water treatment plant, storage tank and booster pump. There is a small area in the northeast corner of the Plan Area that can develop without constructing the primary backbone water infrastructure because it lies within the service area of the El Dorado Irrigation District and can be served by existing water mains in El Dorado County.

Wastewater

The second primary backbone infrastructure category is wastewater removal and treatment. The primary wastewater infrastructure includes the construction of a pump station at the northwest corner of the Plan Area and a wastewater force main under Highway 50 to connect with an existing pump station located in Iron Point Road. From the Plan Area pump station, new gravity wastewater mains will need to be constructed to whichever development area proceeds first. The distance and associated costs will vary depending on which development area proceeds first. There is one small area in the northeast corner of the Plan Area that can develop without constructing the primary backbone wastewater infrastructure because it lies within the service area of the El Dorado Irrigation District and can be served by existing wastewater mains in El Dorado County.

Arterial Roads

In addition to the existing local roads that are improved as part of regional backbone infrastructure, three additional major arterial roads are included with primary backbone infrastructure: Easton Valley Parkway, Empire Ranch Road and Rowberry Road.

Dry Utilities

The fourth primary infrastructure category is dry utilities. Electric and natural gas service, as well as telephone and cable TV services are required for construction to begin in the development areas. Sacramento Municipal Utility District (SMUD) and the Pacific Gas & Electric Company (PGE) will be the suppliers of electric and natural gas service. AT&T and Comcast Communications will be the companies responsible for providing an underground network of copper and fiber optic systems for telephone, cable TV and internet services. Additionally, wireless communication towers will be located throughout the Plan Area to provide complete wireless service to Plan Area residents. Three electric substations and an underground network of conduits will be necessary to provide electric service to the Plan Area. One or more major natural gas transmission lines will also be required.

13.5.3 Secondary Backbone Infrastructure

Secondary backbone infrastructure includes collector roads, water, wastewater, non-potable water and stormwater mains, stormwater detention basins and utilities that are required for the construction of each development area. Over time, in response to market demands, the boundaries of the development areas may change; however, regardless of the ultimate configuration of the development areas, all regional, primary and required segments of secondary backbone infrastructure must be constructed concurrent with individual development areas. The governing construction phasing principle is to provide the necessary backbone infrastructure to meet the service levels identified by the City of Folsom.

Listed below is a summary of the secondary backbone infrastructure required to serve ~~each of~~ the four proposed development areas. The particular details of the secondary backbone infrastructure such as road lengths, pipe alignments, sizes and appurtenances are contained in the individual master plan sections of the Backbone Infrastructure Plan and the PFFP.

Secondary Backbone Infrastructure Summary

- Collector road segments and traffic signals (once warrants are met).
- Stormwater improvements, detention/water quality basins and stormwater drain pipe and appurtenances.
- Water transmission mains, booster pump station, storage tanks, pressure reducing station.
- Wastewater mains and wastewater improvements.
- Natural gas mains, electric and cable TV conduits, electric substation.
- Non-potable water transmission mains.

13.5.4 PUBLIC FACILITIES

A part of a balanced community that does not create a burden upon existing city public services or facilities, the Plan Area also provides all necessary public facilities to support the needs of Plan Area residents. As discussed earlier, dedications and reservations of land for public facilities such as parks and schools respectively will occur at the final subdivision map approval stage per the terms of the development agreement(s). Unless the needs of the public agencies dictate otherwise, public facilities in the Plan Area will include:

Schools:

- One combined middle/high school and five elementary schools will be constructed in the Plan Area. Refer to Section 11.3 for additional information on schools.

Police and Fire stations:

- Two fire stations and one police substation will be constructed in the plan Area. Refer to Section 11.5 for additional information on law enforcement and fire protection.

Municipal Facilities Building:

- A municipal facilities building will be constructed in the Plan Area that will include a public library and administrative offices. Refer to Section 11.4 for additional information on the municipal facilities building and library.

Parks and Open Space:

- Two community parks, five neighborhood parks and two local parks will be constructed in the Plan Area. Additionally, 1,053.1-acres of open space are provided, most of which will be publicly owned and maintained.

13.6 FINANCING, PHASING AND MAINTENANCE OF PUBLIC INFRASTRUCTURE AND FACILITIES

13.6.1 Financing

As described in Sections 7, 9, 11 12, the FPASP is a comprehensive plan that calls for the facilitation of the construction of a vast network of public infrastructure including roads, public transit facilities, water and wastewater systems, stormwater conveyance, as well as the construction of schools, parks, police and fire protection facilities, and a municipal center. A separate document, the FPASP Public Facilities Financing Plan (PFFP) describes in detail the Plan Area infrastructure and its sources of funding and development timing. As discussed in Section 13.6, the infrastructure has been broken down into three categories: regional, primary and secondary and each of these categories may have its own financing and phasing plan.

The construction of all required backbone infrastructure and other public improvements for the Plan Area will be funded through the establishment of one or more community facilities districts, Plan Area impact fees, City of Folsom impact fees, private developer financing, and other available funding mechanisms summarized below and discussed in more detail in the PFFP and the development agreement(s).

Financing Objectives

Objective 13.1

Provide funding for all FPASP backbone infrastructure and public facilities projects so that development of the Plan Area may proceed.

Financing Policies

13.1 The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.

13.2 The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corp yard and community, neighborhood and local parks.

13.3 The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.

13.4 A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.

13.5 City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.

13.6 One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.

Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district or joint powers authority to establish a Mello-Roos Community Facilities District (CFD) for the financing of public improvement and services including streets, sewer systems, police and fire protection, schools, parks, libraries, and other cultural facilities. Typically, CFD are created to finance public improvement when no other means of financing is available. A CFD is created by a local governmental agency with the approval of 2/3 of the residents living with the proposed boundaries of the CFD and once approved, special tax lien is placed against each property in the CFD and the tax is paid annually by the property owner. The Plan Area may have one or more CFD to finance regional, primary and secondary backbone infrastructure and/or infrastructure fees.

Plan Area Fee

A special FPASP impact fee (levied either on a square foot of building area or individual residential unit basis) will also be created to fund much of the regional, primary and secondary backbone infrastructure.

City of Folsom Impact and Capital Improvement Fees

The City of Folsom has adopted a number of development impact and capital improvement fees to finance city capital improvements. Payment of these fees is due at issuance of building permit. The city collects the following fees:

- Road fees
- Sewer fees
- Drainage fees
- Water connection fees
- Capital Improvement fees (general, fire, police and park equipment)
- Drainage fees
- Water connection fees
- Quimby Act (parkland dedication in-lieu fees)
- Citywide park fee
- Transportation Management Fee
- Solid Waste Capital Improvement
- School Impact Fees

A nexus study, as required by California Government Code sections 66000 through 66011 will be commissioned by the city prior to the approval of any tentative subdivision map(s) to establish development impact fees for the FPASP.

Folsom Cordova Unified School District Measure M General Obligation Bond

On March 27, 2007, the registered voters in FCUSD School Facilities Improvement District (SFID) 3, which encompasses the Plan Area and other district areas south of Highway 50, approved a $750 million general obligation bond. The intent of Measure M is to utilize state funding and developer (impact) fees through issuance of $750 million in bonds for the construction of new elementary, middle and high schools, libraries, computer labs, support facilities, land acquisition and acquisition of equipment and computer technology for the growing district.

Measure A - Sacramento Countywide Transportation Mitigation Fee Program

A one-half of one percent retail transaction and use tax that is statutorily dedicated for transportation planning, design, construction, operation and maintenance in Sacramento County to be used by local jurisdictions for expenditure in accordance with the Ordinance, a 5-year SCTMFP program annually updated and approved by the STA Governing Board,, applicable resolutions of the STA, Measure A allocation and expenditure contract between the STA and local jurisdictions, and AB 1600. It is possible that funds from this fee program may be used to fund some regional roads in the Plan Area.

Developer Financing

Developer financing may be used to construct backbone infrastructure that is not funded by other funding sources. Individual developer financing may also fund in-tract infrastructure construction.

13.6.2 Phasing

As previously discussed in Section 13.4, the conceptual development areas do not necessarily represent phasing; they do represent the logical placement of infrastructure along with land uses that may or may not develop as depicted. The final development phasing will be determined at the time of tentative subdivisions map approval. Subsequent tentative map submittals will include an updated phasing plan. It may be desirable to construct major elements of the regional and primary backbone infrastructure in one CFD that includes all the Plan Area properties. One or more additional CFD may be created to align financing with a particular development (*phase*) area. Refer to the PFFP for additional information on backbone infrastructure funding and phasing.

Phasing Objectives

Objective 13.2

Coordinate the construction phasing of the regional, primary and secondary Plan Area backbone infrastructure and public facilities.

Phasing Policies

13.7 Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.

13.6.3 Public Infrastructure & Facilities Maintenance

The Plan Area will have significant public improvements to maintain and operate including features such as open space, landscape corridors, bikeways and trails, landscape features including but not limited to decorative walls and fences, signs, light fixtures, benches and trash receptacles. One method of maintaining these facilities currently used by the City of Folsom is the landscaping & lighting district (LLD).

Currently, there are over twenty-five landscaping and lighting districts (LLD) in the City of Folsom whose purpose is to maintain and service the public improvements in each district. Landscaping and lighting districts typically maintain landscape corridors, median islands, streetlights, and in some cases, sidewalks, walls, fences, open space areas and other public improvements. Landscaping and lighting districts are established in accordance with Section 22500-22509 of the California Streets and Highways Code (also known as the "Landscaping and Lighting Act of 1972"). An annual per parcel assessment is established at the time a district is formed that is collected by the county on property tax bills and then remitted back to the city to administer the district's improvements. The Folsom City Council approves the annual assessment rate each year.

Public Infrastructure & Facilities Maintenance Objectives

Objective 13.3

Provide a mechanism for the maintenance and operation of public infrastructure and facilities including open space.

Public Infrastructure & Facilities Maintenance Policies

13.8 Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.

APPENDIX A
DEVELOPMENT STANDARDS

A.1 INTRODUCTION

This section describes the FPASP zoning categories and their permitted uses, regulations and development standards. The zoning categories described herein are consistent with the Plan Area land use designations and are designed to promote and protect the health, safety and welfare of Plan Area residents. Zoning sets the criteria for such things as permitted uses, lot size, setbacks, and building height, while land use determines the desired land use characteristic and development densities. The zoning categories, regulations and development standards contained herein are intended to apply to all private, public, quasi-public, institutional and public utility properties and all other lands within the Plan Area.

The entire Plan Area is zoned SP – Specific Plan District and assigned a number as required in FMC Section 17.37.040. The Plan Area will be delineated on the city's zoning map as SP and bear the number that distinguishes the FPASP from all other specific plan areas in the city. The FPASP zoning categories, regulations and development standards are unique and only apply to the Plan Area. The zoning regulations and development standards contained herein will guide development in the Plan Area and supersedes those of the Title 17 of the Folsom Municipal Code. Where conflicts exist between the FPASP and FMC Title 17, the FPASP zoning regulations and development standards shall prevail. The zoning regulations and development standards contained herein may be modified or amended as provided for in section 13.3.1. In the event the Plan Area land use plan is modified or amended, the zoning shall be amended as well so that the zoning remains consistent with the land use plan as required by state law. The FPASP also allows for the creation of a Planned Development District for any Plan Area parcel as provided for in Chapter 17.38 of the Folsom Municipal Code.

The following zoning categories describe permitted uses, uses permitted by a use permit, zoning regulations and development standards such as minimum lot area, setbacks, building heights and lot coverage for each zone. This section of the FPASP also includes development standards for parking, grading and hillside development. Unless noted otherwise, the definitions outlined in FMC Chapter 17.02 apply to this section of the FPASP.

A.2 ZONING CATEGORIES, REGULATIONS & DEVELOPMENT STANDARDS

A.2.1 RESIDENTIAL ZONING CATEGORIES

The FPASP proposes five residential zones to accommodate a variety of dwelling types and associated permitted uses. Residential uses are also permitted in the Mixed Use (SP-MU) zone as outlined in section A.2.2.1. All residential zones are consistent with their respective land use designations as described in section 4.5. The permitted uses for all residential zones are shown in Table A.6 and the zoning regulations and development standards for the various residential zones are described in Tables A.1 through A.5.

A.2.1.1 Single Family Zone (SP-SF)

The SP-SF zone is intended to create residential neighborhoods consisting primarily of single family dwelling units with second dwelling units, libraries, parks, public buildings and home occupation uses also allowed. The SP-SF zone is consistent with the single family residential land use designation described in section 4.5.1. A complete list of permitted uses, permit requirements, zoning regulations and Development standards for the SP-SF zone is detailed in tables A.1 and A.6.

Table A.1
SP-SF (Single Family Residential)
Development Standards

Lot Size	
Minimum Lot Size	6,000 sf
Width (measured at front yard setback) [1]	
Interior Lot	60 ft. min.
Corner Lot	75 ft. min.
Cul-de-sac	45 ft. min.
Flag Lot [1]	60 ft. min.
Setbacks (measured at the back of sidewalk)	
Front Yard Setbacks	
Courtyard / Porch (measured at foundation line)	15 ft min.
Primary Structure	15 ft. min. 50% frontage; 20 ft. min. remainder
Garage	20 ft. min.
Side Yard Setbacks	
Interior Side Yard	5 ft. min., 10 ft. minimum between buildings
Street Side Yard (corner lot)	15 ft. min
Garage Facing Side Street (corner lot)	20 ft. min.
Second Dwelling Unit[2]	5 ft. min.
Accessory Structures (interior lot lines)	5 ft. min.
Rear Yard Setbacks	
Main Building	20 ft. min.
Second Dwelling Unit[2]	5 ft. min.
Accessory Structure	5 ft. min.
Detached Garage	5 ft. min.
Building Height	
Main Building	35 ft. max.
Detached Garage	18 ft. max
Second Dwelling Unit[2]	18 ft max.
Accessory Building	15 ft. max.
Off Street Parking	
	Refer to Table A.15 for SP-SF parking requirements.

Notes:

1 If second dwelling unit placed above detached garage, then max. height increased to 22 feet and side and rear yard setbacks for both detached garage and second unit increased to 13 feet.

A.2.1.2 Single Family High Density Zone (SP-SFHD)

The SP-SFHD zone is intended to create residential neighborhoods consisting primarily of compact single family and two family dwelling units with second dwelling units, libraries, parks, public buildings and home occupation uses also allowed. The SP-SFHD zone is consistent with the single family high density land use designation described in section 4.5.2. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the SP-SFHD zone is included in Tables A.2 and A.6.

Table A.2
SP-SFHD (Single Family High Density Residential) Development Standards

Lot Configuration	
Minimum Lot Size	4,000 sf min.
Width (measured at front yard setback)[1]	
Interior Lot	40 ft. min.
Corner Lot	45 ft. min.
Cul-de-sac	35 ft. min.
Flag Lot[1]	40 ft. min.
Setbacks (measured at the back of sidewalk)	
Front Yard Setbacks	
Courtyard / Porch (measured at Foundation Line)	12.5 ft. min.
Primary Structure	15 ft. min.
Garage	20 ft. min.
Side Yard Setbacks	
Interior Side Yard[3]	5 ft. min., 10 ft. minimum between buildings
Street Side Yard (corner lot)	15 ft. min.
Garage Facing Side Street (corner lot)	20 ft. min.
Second Dwelling Unit[2]	5 ft. min.
Accessory Structures (interior lot lines)	5 ft. min.
Rear Yard Setbacks	
Main Building	15 ft. min.
Second Dwelling Unit[2]	5 ft. min.
Accessory Structure	5 ft. min.
Detached Garage	5 ft. min.
Building Height	
Main Building	35 ft. max.
Detached Garage	18 ft. max.
Second Dwelling Unit[2]	18 ft. max.
Accessory Building	15 ft. max.
Off Street Parking	
	Refer to Table A.15 for SP-SFHD parking requirements.

Notes:

1 If second dwelling unit placed above detached garage, then max. height increased to 22 feet and side and rear yard setbacks for both detached garage and second unit increased to 13 feet.
2 For zero-lot-line dwelling units: 0 feet side yard setback for one side; 10 feet side yard setback for the other side.

A.2.1.3 Multi-Family Low Density Zone (SP-MLD)

The SP-MLD zone is intended to create residential neighborhoods consisting primarily of compact single family, two family and multiple family dwelling units with libraries, parks, public schools, live work studios and home occupation uses also allowed. The SP-MLD zone is consistent with the multi-family low density residential land use designation described in section 4.5.3. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the SP-MLD zone is detailed in Tables A.3 and A.6. Table A.3 separates the development standards for single family and two family dwellings units from the requirements for multiple family dwelling units.

Table A.3

SP-MLD (Multi-Family Low Density Residential)
Development Standards

	Single Family and Two Family Dwelling Units	Multiple Family Dwelling Units	
		Townhouses	Condos, Garden Apartments, Apartments
Lot Configuration			
Lot Size / Area	3,000 sf min.	1,000 sf/unit min.	1 acre min.
Width (measured at front yard setback)			
Interior Lot	30 ft. min.	30 ft. min.	N/A
Corner Lot	35 ft. min.	35 ft. min.	N/A
Setbacks (measured at back of sidewalk)			
Front Yard Setbacks			
Courtyard / Porch (measured at foundation line)	12.5 ft. min.	12.5 ft. min.	0 ft. min. within Town Center for primary structures and porches/courtyards
Primary Structure	15 ft. min.	15 ft. min	0 ft. min. for garage/carports within Town Center
Garage	20 ft. min.	20 ft. min.	30 ft. min. all other areas for primary structures and porches/courtyards
Side Yard Setbacks			
Interior Side Yard	5 ft. min. [1]	N/A	10 ft. min.
Street Side Yard (corner lot)	12.5 ft. min.	15 ft. min. for 2 story 20 ft. min. for 3 story	15 ft. min. for 2 story 20 ft. min. for 3 story
Garage Facing Side Street (corner lot)	20 ft. min.	18 ft. min.	N/A
Accessory Structures (interior lot lines)	3 ft. min.	3 ft. min.	5 ft. min.
Rear Yard Setbacks			
Main building	10 ft. min.	10 ft. min.	10 ft. min.
Accessory Structure	5 ft. min.	5 ft. min.	5 ft. min.
Detached Garage	5 ft. min.	5 ft. min.	N/A
Building Height			
Main Building	35 ft. max.	35 ft. max.	50 ft. max.
Detached Garage	18 ft. max.	18 ft. max.	18 ft. max.
Accessory Building	15 ft. max.	15 ft. max.	15 ft. min.
Off Street Parking			
	Refer to Table A.15 for SP-MLD parking requirements.		

Notes:
1. For zero-lot-line dwelling units: 0 feet side yard setback for one side; 10 feet side yard setback for the other side.

A.2.1.4 Multi-Family Medium Density Zone (SP-MMD)

The SP-MMD zone is intended to create residential neighborhoods consisting primarily of multiple family dwelling units such as townhouses, apartments and condominiums. Libraries, boarding houses, assisted living facilities, parks, public schools, live work studios and home occupation uses are also allowed in this zone. The SP-MMD zone is consistent with the multi-family medium density land use designation described in section 4.5.4. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the SP-MMD zone is detailed in Tables A.4 and A.6.

Table A.4
SP-MMD (Multi-Family Medium Density Residential)
Development Standards

	Multiple Family Dwellings	
	Townhouses	Condominiums, Garden Apartments, Apartments
Lot Configuration		
Lot Size / Area	1,000 sf/unit min.	1 acre min.
Width (measured at front yard setback)		
Interior Lot	30 ft. min.	N/A
Corner Lot	35 ft. min.	N/A
Setbacks (measured at back of sidewalk)		
Front Yard Setbacks		
Courtyard / Porch (measured at Foundation Line)[1]	12.5 ft. min.	0 ft. min. within Town Center
Primary Structure	15 ft. min.	0 ft. min. within Town Center
Garage	20 ft. min.	20 ft. min.
Side Yard Setbacks		
Interior Side Yard	N/A	10 ft. min.
Street Side Yard	15 ft. min-2 story	15 ft. min for 2 story
	20 ft. min.-3 story	20 ft. min. for 3 story
Garage Facing Street Side	18 ft. min.	N/A
Accessory Structures (interior lot lines)	3 ft. min.	5 ft.min.
Rear Yard Setbacks		
Main building	10 ft. min.	10 ft min.
Accessory Structure	5 ft. min.	5 ft min.
Detached Garage	5 ft. min.	N/A
Building Height		
Main Building	35 ft. max.	50 ft max.
Detached Garage / Carports	18 ft. max.	18 ft. max
Accessory Building	15 ft. max.	15 ft. max
Off Street Parking		
	Refer to Table A.15 for SP-MMD parking requirements.	

A.2.1.5 Multi-Family High Density Zoning Category (SP-MHD)

The SP-MHD zone is intended to create residential neighborhoods consisting primarily of multiple family dwelling units such as townhouses, apartments, condominiums and garden apartments. Libraries, boarding houses, assisted living facilities, parks, public schools, live work studios and home occupation uses are also allowed in this zone. The SP-MHD zone is consistent with the multi-family high density land use designation described in section 4.5.5. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the SP-MHD zone is detailed in Tables A.5 and A.6.

Table A.5
SP-MHD (Multi-Family High Density Residential) Development Standards

Lot Configuration	
Site Area	0.5 Acre min.
Width (measured at front yard setback)	
Interior Lot	N/A
Corner Lot	N/A
Cul-de-sac	N/A
Setbacks (measured at back of sidewalk)	
Front Yard Setbacks	
Major/Minor Arterial	40 ft. min.
Collector/Local Street	10 ft. min.
Garage / Carports	20 ft. min.
Side Yard Setbacks	
Interior Side Yard	10 ft. min.
Street Side Yard	40 ft. min. for major/minor arterials; 10 ft. min. for collector and local streets.
Accessory Structures	5 ft. min.
Rear Yard Setbacks	
Main building	15 ft min.
Accessory Structure	5 ft. min.
Detached Garage	0 ft. min.
Building Height	
Main Building	50 ft max.
Accessory Building	15 ft. max.
Garage / Carport	15 ft. max.
Off Street Parking	
	Refer to Table A.15 for SP-MHD parking requirements.

Table A.6

Residential Permitted Uses & Permit Requirements

Key
- P Permitted Use
- UP Use Permit Required
- A Accessory Use
- NP Use Not Permitted

Use	Permitted Use By Zone					Additional References
	SP-SF	SP-SFHD	SP-MLD	SP-MMD	SP-MHD	
Education, Recreation & Public Assembly						
Boardingand lodging houses	NP	NP	P	P	P	
Club, lodge, private meeting hall	P	P	UP	UP	UP	
Community club house	P	P	P	P	P	
Golf / Country club	UP	UP	UP	UP	UP	
Library	P	P	P	P	P	
Parks	P	P	P	P	P	
Playgrounds	P	P	P	P	P	
Pre-school / Nursery school facility	UP	UP	UP	UP	UP	
Public buidlings and uses	P	UP	UP	UP	UP	
Religious Facilities	UP	UP	UP	UP	UP	
School facilities - Private (Elementary, Middle and High)	UP	UP	UP	UP	UP	
School facilities - Public (Elementary, Middle and High)	P	P	P	P	P	
Residential Uses						
Accessory Building / Structure (non-residential use)	A	A	A	A	A	
Single Family Dwellings						
SF detached	P	P	NP	NP	NP	
SF zero-lot-line	NP	P	P	NP	NP	
SF patio	NP	P	P	NP	NP	
Two Family Dwellings						
Duplexes	NP	P	P	NP	NP	
Half-plexes	NP	P	P	NP	NP	
Multiple Family Dwellings						
Townhouses	NP	NP	P	P	P	
Condominiums	NP	NP	P	P	P	
Garden Apartments	NP	NP	P	P	P	
Apartments	NP	NP	P	P	P	
Second Dwelling Unit	P	P	NP	NP	NP	FMC 17.105
Live / Work Studios	NP	NP	P	P	P	
Home Occupations	P	P	P	P	P	
Covered and uncovered parking lots	NP	NP	P	P	P	
Services						
Assisted living facility	NP	UP	UP	P	P	
Adult daycare facility	UP	UP	UP	P	P	
Child care facility	UP	UP	UP	UP	UP	
Fire Stations	P	P	P	P	P	
Police Stations	P	P	P	P	P	
Hospitals	NP	NP	NP	NP	UP	
Professional offices	NP	NP	UP	UP	UP	
Rest homes, sanitariums and convalescent hospitals	NP	NP	UP	P	P	
Temporary real estate tract sales office	P	P	P	P	P	
Temporary tract construction office	P	P	P	P	P	
Temporary tract construction equipment yard	P	P	P	P	P	
Transportation, Communication, Infrastructure						
Advertising signs for nonresidential uses	NP	NP	UP	UP	UP	
Alternative Energy Technologies	UP	UP	UP	UP	UP	
City water facility	P	P	P	P	P	
City wastewater facility	P	P	P	P	P	
Storm drainage facilities	P	P	P	P	P	
Underground utilities	P	P	P	P	P	
Utility facilities	P	P	P	P	P	
Wireless communication facilities	UP	UP	UP	UP	UP	FMC 17.58.080

A.2.2NON-RESIDENTIAL ZONING CATEGORIES

The FPASP includes eight non-residential zoning categories that allow for retail and office commercial uses; a mixed residential and commercial use, office park and research and development uses; public and quasi-public uses and open space preservation. Additionally, two overlay combining zones are included to provide greater flexibility in the design of the town center and the entertainment district. All non-residential zoning categories are consistent with their respective land use designations described in section 4.8. The permitted uses for all non-residential zoning categories are shown in tables A.8, A.13 and A.14. The zoning regulations and development standards for the various zones are described in tables A.7 through A.12.

A.2.2.1 Mixed-Use Zone (SP-MU)

The SP-MU zone is intended to create neighborhood centers consisting of a mix of retail and office commercial uses combined with multiple family dwellings such as townhouses and condominium. The mixed-use zone will also permit hotels, restaurants, grocery stores, cafes, banks, medical office and public safety uses.

The SP-MU zone is consistent with the mixed use land use designation described in section 4.8.1. A complete list of permitted uses, permit requirements, zoning regulations and development standards is included in Tables A.7 and A.8.

Table A.7
SP-MU (Mixed Use)
Development Standards

Lot Configuration	
Site Area	0.5 Acre min.
Setbacks (measured at back of sidewalk)	
Front Yard Setback	
Primary Structure	0 ft. min.[1]
Courtyard / Porch / Plaza	0 ft. min.[1]
Side Yard Setback	
Interior Side Yard	0 ft. min., 10 ft. minimum between buildings
Street Side Yard	0 ft. min.
Accessory Structures (interior lot lines)	3 ft. min.
Rear Yard Setback	
Main building	0 ft. min.[1]
Accessory Structure	0 ft. min.
Landscape Coverage	
	10% min. of entire site including but not limited to entries, parking areas, and plazas
Building Height	
Main Building	50 ft. max.
Accessory Building	15 ft. max.
Off Street Parking	
	Refer to Table A.15 for SP-MU parking requirements.

Notes:
1 Setbacks may vary based on Design Review approval by the City. Refer to Implementation Section 13.2.4

Table A.8				
Mixed Use Permitted Uses & Permit Requirements	**Key** P Permiited Use; UP Use Permit Required; A Accessory Use; NP Not Permitted			
Use	**Permitted Use By Zone**			**Additional References**
	SP-MU	SP-MU-TCOZ	SP-MU-EDOZ	
Education, Recreation & Public Assembly				
Cardroom	NP	NP	UP	
Club, lodge, private meeting hall	P	P	P	
Conference/convention facility	NP	P	P	
Fitness/health facility	P	P	P	
Golf / Country club	NP	NP	NP	
Library	P	P	P	
Park	NP	P	P	
Pre-school facility	P	P	P	
Religious Facilities	UP	UP	UP	
Recreation Facility-Indoor (Private/Public)	P	P	P	
Recreation Facility-Outdoor (Private/Public)	UP	UP	UP	
School Facilities (Elementary, Middle, High School)	NP	NP	NP	
Studio - Art, dance, martial arts, music, etc.	P	P	P	
Sports and entertainment assembly	NP	UP	P	
Theater, cinema, performing arts	P	P	P	
Trade or Specialized School or training facility	UP	UP	UP	
University / College campus	NP	NP	NP	
Industry, Manufacturing & Processing				
Catering Service, as a primary use	P	P	P	
Bakery, Butcher, Delicatessen as a primary use	P	P	P	
Furniture and fixtures manufacturing, cabinet shop	UP	UP	NP	
Laundry, dry cleaning services	UP	UP	UP	
Manufacturing/processing-Light	NP	NP	NP	
Media production	UP	P	P	
Printing and publishing	P	P	P	
Recycling center	NP	NP	NP	
Recycling facility-scrap and dismantling yard	NP	NP	NP	
Research and development	NP	NP	NP	
Storage yard-outside	NP	NP	NP	
Storage-warehouse, indoor storage	NP	NP	NP	
Wholesale and distribution	NP	NP	NP	
Lodging				
Bed and Breakfast Inn	UP	UP	UP	
Lodging - Hotel/Motel	P	UP	P	

Table A.8 Continued

Mixed Use Permitted Uses & Permit Requirements	Key	
	P	Permitted Use
	UP	Use Permit Required
	A	Accessory Use
	NP	Not Permitted

Use	Permitted Use By Zone			Additional References
	SP-MU	SP-MU-TCOZ	SP-MU-EDOZ	
Retail				
Adult Oriented Business	NP	NP	UP	FMC 17.24
Artisan Shop	P	P	P	
Auto/Recreational Vehicle wash and detailing	NP	NP	NP	
Bar, tavern, night club	UP	UP	P	
Building and landscape materials-indoor	P	NP	NP	
Building and landscape materials-outdoor	NP	NP	NP	
Brewery/Winery with restaurant service	UP	UP	P	
Eatery, Restaurant, café, coffee ship	P	P	P	
Gas station	UP	NP	NP	FMC 17.72
Grooming/beauty/general wellness shops	P	P	P	
General retail	P	P	P	3
Groceries/specialty foods 50,000 sf or less	P	P	P	
Groceries/specialty foods more than 50,000 sf	NP	NP	NP	
Pharmacies/Drug stores 25,000 sf or less	P	P	P	
Plant nursery	NP	NP	NP	
Vehicle parts sales	NP	NP	NP	
Vehicle sales and rental	NP	NP	NP	
Vendors, Kiosks	UP	P	P	
Services - Business, Financial, Professional				
ATM	P	P	P	
Bank, financial services	P	P	P	
Laboratory - Medical	P	P	UP	
Health care facility	UP	NP	NP	FMC 17.22
Medical services-Major	NP	NP	NP	
Medical services-Minor	P	P	P	4
Office-Business, service or government	P	P	UP	
Office-Headquarter or processing 50,000 sf or less	UP	UP	UP	
Office-Professions, administrative	P	P	P	
Service - General				
Assisted living facility	UP	NP	NP	
Adult daycare facilities	UP	NP	NP	
Child care facility	UP	UP	UP	5
Kennel, animal boarding	NP	NP	NP	
Maintenance/repair services-equipment, appliances	NP	NP	NP	
Mortuary, funeral home	NP	NP	NP	
Personal services	P	P	P	3
Public safety facility	P	P	P	
Vehicle services-major repair/body work	NP	NP	NP	
Vehicle services-maintenance and minor service	NP	NP	NP	
Veterinary clinic, animal hospital	UP	NP	NP	

Table A.8 Continued				
Mixed Use Permitted Uses & Permit Requirements	**Key** P Permitted Use UP Use Permit Required A Accessory Use NP Not Permitted			
Use	**Permitted Use By Zone**			**Additional References**
	SP-MU	SP-MU-TCOZ	SP-MU-EDOZ	
Residential				
Accessory Building / Structure (non-residential)	A	NP	NP	
Single Family Dwellings	–	–	–	
SF detached	NP	NP	NP	
SF zero-lot-line	NP	NP	NP	
SF patio	NP	NP	NP	
Two Family Dwellings	–	–	–	
Duplexes	NP	NP	NP	
Half-plexes	NP	NP	NP	
Multiple Family Dwellings	–	–	–	
Townhouses	P	P	P	
Condominiums	P	P	P	
Garden Apartments	P	UP	UP	
Apartments	P	P	P	
Second Dwelling Units	NP	NP	NP	
Live / Work Studios	P	P	P	
Home Occupations	A	A	A	6 (See FMC 17.61)
Covered, uncovered parking lots	A	P	P	FMC 17.57
Transportation, Communication, Infrastructure				
Alternative Energy Technologies	UP	UP	UP	
City water facility	NP	NP	NP	
City wastewater facility	NP	NP	NP	
Parking facility (public/private)	P	P	P	
Off-site parking facility (Ancillary use)	A	A	A	
Storm drainage facilities	P	P	P	
Underground utilities	P	P	P	
Utility facilities	P	P	P	
Wireless communication facilities	UP	UP	UP	
Temporary tract construction office	P	NP	NP	
Temporary tract construction equipment yard	P	NP	NP	FMC 17.58.080

Notes

1 ED is Entertainment District Overlay Combining Zone
2 TC is Town Center Overlay Combining Zone
3 Personal services are defined as intellectual or manual work performed by a service provider in serving a customer (for example, consulting services, massage therapy, weight counseling, personal conciege services, etc.)
4 Minor medical services are defined as out-patient services including but not limited to Lasik surgery offices, dentistry office, same day clinics, medical offices, etc.
5 Child Care facilities connected to office/professional businesses will be considered as an ancillary use.
6 Permit is required for home occupations consistent with FMC 17.61.

A.2.2.2 Industrial / Office Park Zone (SP-IND/OP)

The Industrial / Office Park zone is intended to create industrial and office park developments consisting primarily of research and development facilities and service business such as banks, laboratories, health care facilities, medical offices and business and professional offices. The SP-IND/Op zone is consistent with the industrial/office park land use designation described in 4.8.2. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the SP-IND/OP zone is included in Tables A.9 and A.13.

Table A.9

SP-IND/OP(Industrial / Office Park) Development Standards

Lot Configuration	
Lot Size/Area	0.5 Acre min.
Setbacks (measured at the back of sidewalk)	
Front Yard Setback	20 ft.
Side Yard Setback	5 ft. (20 ft. if adjacent to residential)
Rear Yard Setback	20 ft. min.
Landscape Coverage	
	20% min. of entire site including but not limited to entries, parking areas, and plazas
Distance Between Buildings	
	10 ft. per story
Building Height	
Main Building	70 ft. max.
Parking	
	Refer to Table A.15 for SP-IND/OP parking requirements

A.2.2.3 Community Commercial Zone (SP-CC)

The community commercial zone is intended to create commercial developments than cater more to the local community and provide a range of retail commercial uses as well as service, educations, select industry and manufacturing uses. The SP-CC zoning category is consistent with the community commercial land use designation described in section 4.83. A complete list of permitted uses, permit requirements, zoning regulations and development standards is included in tables A.10 and A.13.

Table A.10

SP-CC (Community Commercial) Development Standards

Lot Configuration	
Lot Size/Area	0.25 Acre
Setbacks (measured at the back of sidewalk)	
Front Yard Setback	0 ft. in TC; 20 ft. min. elsewhere
Side Yard Setback	0 ft. (20 ft. if adjacent to residential)
Rear Yard Setback	0 ft. (20 ft. if adjacent to residential)
Landscape Coverage	
	20% min. of entire site including but not limited to entries, parking areas, and plazas
Distance Between Buildings	
	10 ft. per story
Building Height	
Main Building	50 ft. max.
Parking	
	Refer to Table A.15 for SP-CC parking requirements

A.2.2.4 General Commercial Zone (SP-GC)

The general commercial zone is intended to create commercial development that cater to a larger market area and provide a full range of retail commercial uses as well as service, educational, limited industry and manufacturing and public safety uses. The SP-GC zoning category is consistent with the general commercial land use designation described in section 4.8.4. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the SP-GC zone is included in tables A.11 and A.13.

Table A.11
SP-GC (General Commercial) Development Standards

Lot Configuration	
Lot Size/Area	2 Acre min.
Setbacks (measured at the back of sidewalk)	
Front Yard Setback	0 ft. in TC; 20 ft. min. elsewhere
Side Yard Setback	0 ft. (20 ft. if adjacent to residential)
Rear Yard Setback	0 ft. (20 ft. if adjacent to residential)
Landscape Coverage	
	20% min. of entire site including but not limited to entries, parking areas, and plazas
Distance Between Buildings	
	10 ft. per story
Building Height	
Main Building	50 ft. max.
Parking	
	Refer to Table A.15 for SP-GC parking requirements.

A.2.2.5 Regional Commercial Zone (SP-RC)

The regional commercial zone is intended to create a major retail center that provides a full range of regional retail uses as well as service, specialty retail, restaurants, movie theaters, educational, public safety, entertainment and limited office use. The SP-RC zone is consistent with the regional commercial land use designation described in section 4.8.5. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the SP-RC zone is found in tables A.12 and A.13.

Table A.12
SP-RC (Regional Commercial) Development Standards

Lot Configuration	
Lot Size/Area	60 Acre min.
Setbacks (measured at the back of sidewalk)	
Front Yard Setback	0 ft.
Side Yard Setback	0 ft. (20 ft. if adjacent to residential)
Rear Yard Setback	0 ft. (20 ft. if adjacent to residential)
Landscape Coverage	
	20% min. of entire site including but not limited to entries, parking areas, and plazas
Distance Between Buildings	
	10 ft. per story
Building Height	
Main Building	50 ft. max.
Parking	
	Refer to Table A.15 for SP-RC Parking Requirements

Table A.13					
Commercial & Industrial / Office Park Permitted Uses & Permit Requirements	**Key** P Permitted Use UP Use Permit Required A Accessory Use NP Not Permitted (NP)				
Use	**Permitted Use By Zone**				**Additional References**
	SP-IND/OP	SP-CC	SP-GC	SP-RC	
Education, Recreation & Public Assembly					
Cardroom	NP	NP	UP	NP	
Club, lodge, private meeting hall	P	P	P	P	
Conference/convention facility	P	NP	NP	P	P in GC in ED only
Fitness/health facility/athletic club	P	P	P	P	
Golf / Country club	NP	NP	NP	NP	
Library	P	P	P	P	
Park	P	P	P	P	
Pre-school facility	P	P	P	P	
Religious Facilities	P	P	P	P	
Recreation Facility-Indoor (Private/Public)	NP	P	P	NP	
Recreational Facility-Outdoor (Private/Public)	NP	UP	UP	P	
School Facilities - Public or Private (Elementary, Middle, High School)	P	NP	NP	NP	
Studio- Art, dance, martial arts, music, etc.	P	P	P	NP	
Sports and entertainment assembly	NP	NP	UP	UP	
Theater, cinema, performing arts	NP	UP	P	P	
Trade or Specialized School or training facility	P	P	P	P	
University / College campus	UP	NP	UP	UP	
Industry, Manufacturing & Processing					
Catering Service, as a primary use	NP	P	P	NP	
Bakery, Butcher, Delicatessen as a primary use	NP	P	P	P	
Furniture and fixtures manufacturing, cabinet shop	NP	P	P	P	
Laundry, dry cleaning services	UP	P	P	P	
Manufacturing/processing-Light	UP	NP	UP	NP	3
Media production	UP	UP	P	NP	
Printing and publishing	P	P	P	P	
Recycling center	NP	UP	UP	UP	
Recycling facility-scrap and dismantling yard	NP	NP	NP	NP	
Research and development	P	NP	UP	NP	
Storage yard-outside	NP	NP	NP	NP	
Storage-warehouse, indoor storage	P	NP	P	P	
Wholesale and distribution	P	NP	NP	NP	
Lodging					
Bed and Breakfast Inn	UP	NP	UP	UP	FMC 17.27
Lodging- Hotel/Motel	UP	NP	P	P	
Retail					
Adult Oriented Business	NP	NP	UP	NP	FMC 17.24
Advertising business	P	P	P	P	
Art gallery	P	P	P	P	
Artisan Shop	NP	P	P	P	
Auto/Recreational Vehicle wash and detailing	NP	P	P	P	
Bar, tavern, night club	NP	UP	UP	UP	
Building and landscape materials-indoor	NP	P	P	P	
Building and landscape materials-outdoor	NP	UP	UP	NP	
Brewery/Winery with restaurant service	P	UP	P	P	
Eatery, Restaurant, café, coffee shop	P	P	P	P	
Gas station	UP	P	P	P	FMC 17.72 / NP in ED
Grooming/beauty/general wellness shops	UP	P	P	P	
General retail	NP	P	P	P	4
Groceries/specialty foods 50,000 sf or less	NP	P	P	P	
Groceries/specialty foods more than 50,000 sf	NP	UP	P	P	
Pharmacies/Drug stores	P	P	P	P	
Plant nursery	NP	P	P	P	
Travel agency	P	P	P	P	
Vehicle parts sales	NP	P	P	P	
Vehicle sales and rental	NP	UP	P	P	
Vendors, Kiosks	UP	UP	UP	UP	

Table A.13 Continued

Commercial & Office Park Permitted Uses & Permit Requirements	**Key**	
	P	Permitted Use
	UP	Use Permit Required
	A	Accessory Use
	NP	Not Permitted (NP)

Use	**Permitted Use By Zone**				**Additional References**
	SP-IND/OP	SP-CC	SP-GC	SP-RC	
Services- Business, Financial, Professional					
ATM	P	P	P	P	
Bank, financial services	P	P	P	P	
Laboratory-Medical	P	NP	UP	NP	
Health care facility	P	UP	P	P	NP in ED
Medical services-Major	P	NP	UP	NP	5
Medical services-Minor	P	P	P	P	6
Office-Business, service or government	P	P	P	P	
Office-Headquarters or processing	P	NP	P	NP	
Office-Professional, administrative	P	P	P	P	
Services - General					
Assisted living facility	UP	UP	P	P	
Adult daycare facilities	P	P	P	P	
Barber / Beauty shops	P	P	P	P	
Child care facility	P/A	P	P	P	7
Kennel, animal boarding	NP	NP	UP	NP	
Maintenance/repair services-equipment, appliances	P	UP	P	NP	
Mortuary, funeral home	UP	UP	P	NP	
Personal services	UP	P	P	P	4
Public safety facility	P	P	P	P	
Vehicle services-major repair/body work	NP	NP	UP	UP	
Vehicle services-maintenance and minor service	NP	NP	UP	UP	
Veterinary clinic, animal hospital	P	P	P	P	
Transportation, Communication, Infrastructure					
Alternative Energy Technologies	UP	UP	UP	UP	
City Water facility	P	P	P	P	
City wastewater facility	P	P	P	P	
Parking facility (public/private)	P	P	P	P	
Off-site parking facility (Ancillary use)	A	A	A	A	
Storm drainage facilities	P	P	P	P	FMC 17.95
Underground utilities	P	P	P	P	
Utility facilities	P	P	P	P	
Wireless communication facilities	UP	UP	UP	UP	FMC 17.58.080

Notes:

1 ED is entertainment district overlay combining zone.

2 TC is town center overlay combining zone.

3 Light manufacturing includes but is not limited to clean, non-toxic uses such as office centers, research and development facilities, warehouse and distribution centers and other similar uses located in a low intensity, landscaped setting.

4 Personal services are defined intellectual or manual work performed by a service provider in serving a customer (for example, consulting services, massage therapy, weight counseling, personal concierge services, etc.).

5 Major medical services are defined as services requiring in-patient hospitalization or other services that require acute medical attention.

6 Minor medical services are defined as out-patient services including but not limited to Lasik surgery offices, dentistry offices, same day clinics, medical offices, etc.

7 Child care facilities connected to office/professional businesses will be considered as an ancillary use.

A.2.2.6 Open Space Zones

The open space zoning category is divided into two zones: the first, preserve open space (SP-OS1) is for the protection and preservation of natural drainage watersheds and jurisdictional wetlands; the second zone, passive open space (SP-OS2) is for additional open space preservation as well as passive recreational activities. Both the SP-OS1 and SP-OS2 zones are consistent with the open space land use designation described in section 4.8.6. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the SP-OS1 and SP-OS2 zones is provided below and in table A.14.

Preserve Open Space Zone (SP-OS1)

The preserve open space zoning is more restrictive than the passive open space zoning and its boundaries will be subject to the approvals from the applicable federal, state and/or local jurisdictions. One example is Section 404 of the Clean Water Act which will require regulation of the wetlands under the authority of the Army Corps of Engineers. Other agencies regulating the features in the preserve open space areas can include the California Department of Fish and Game, the State Water Resources Board or other applicable agencies. Therefore, the preserve open space zone will have deed restrictions place upon it in accordance with the appropriate jurisdictional requirements.

The preserve open space zone within the Plan Area is intended to preserve and protect the existing natural drainage watersheds of the Plan Area that contain features such as wetlands, creeks, ephemeral drainages, vernal pools, marshes, seeps, ponds, cultural resources and ditches.

The precise boundary of the preserve open space zones will be established with the issuance of the U.S. Army Corps of Engineers Section 404 permit and reflect the protection, restoration and conservation of jurisdictional wetlands and their associated buffer areas as delineated in the Section 404 wetland permits. The designated preserve open space zone boundaries cannot be changed without the approval of the affected regulatory agencies. The permitted uses within the preserve open space zone are restricted and are based on applicable federal, state and/or local jurisdiction permitting requirements. Therefore, the permitted uses, facilities and activities in this zone will be limited. The following permitted uses and activities are allowed by right in the preserve open space zone subject to applicable federal, state and/or local jurisdiction permits:

Permitted Uses, Facilities and Activities (also see table A.14)

- The jurisdictional wetlands and mitigated wetlands features.
- The replacement or repair of existing fencing and water level control structures, e
- Conveyance of the natural watershed drainage within the plan area.
- Maintenance of existing utilities (e.g. sewer lines, water lines, water tanks, roadway, trails etc...)
- Installation of future public utility crossings for improvements as required by local planning agencies, (e.g. sewer lines, water lines, and water tanks).
- Crossing structures for streets, class 1 bicycle paths and trails
- Mosquito vector control as necessary and approved by the applicable jurisdictions.
- Access for the any monitoring program for the wetland habitats for inspection personnel.
- Pre-approved vegetation removal that is required for public health and safety.
- Conservation easements and their allowed activities.
- Other activities allowed by the regulatory agencies.

Passive Open Space Zone (SP-OS2)

The passive open space zone is less restrictive than the preserve open space zone and may be subject to approvals from the applicable federal, state and/or local jurisdiction. Since this is a less restrictive open space zone, deed restrictions will not be necessary. The passive open space zone serves as an additional buffer area to jurisdictional wetlands and their preserve open space buffer zones. However, the uses and boundaries of the passive open space zone are subject to City approvals, as opposed to state and federal regulatory agencies approval.

The passive open space zone may contain features such as active and passive recreational amenities, limited outdoor educational facilities, public utility facilities, stormwater retention/detention basins, impacts of slope grading from adjacent land uses and improvements and water quality structures. Some of the recreational uses that are allowed within the passive open space include biking, hiking, and picnicking. Examples of allowed outdoor furniture and structures include benches, kiosks, bicycle racks, retaining walls, light fixtures, trash receptacles, landscaping, open view non-combustible fencing, slope grading, oak tree and riparian vegetation mitigation planting, signs and other applicable facilities.

The passive open space zone can also be used as a mitigation area for project impacts. A project impact mitigation area will allow, for example, the creation of a new water feature, where previously one did not exist. Restoration mitigation will allow the re-establishment and rehabilitation of a wetland or water feature with a goal of returning its natural performing functions. Enhancement mitigation will allow the improvement of wetland character through water quality improvements, flood water retention and natural habitat. If passive open space areas are used for these types of jurisdictional mitigation, they can be rezoned to preserve open space zones and will be subject to the preserve open space zoning requirements.

The boundaries of the passive open space zone are shown on the Zoning Diagram (See Figure 4.2) and will be further refined and delineated during the tentative map process and fixed at the final map stage, subject to the approval of the City. The following permitted uses and activities are allowed by right in the passive open space zone:

Permitted Uses, Facilities and Activities (also see table A.14)

- Necessary grading in conjunction with other adjacent land uses (e.g. slope grading, benching, and drainage swales).
- Retaining walls less than 6 feet in height as necessary for the grading of adjacent land uses, Class I bicycle paths, trails and public utilities etc...
- Stormwater drainage improvements such as drainage outfalls, detention/retention ponds, floodplain improvements, water quality ponds and crossings.
- Road and public utility crossings.
- Oak tree mitigation planting.
- Natural parkways and view corridors.
- The construction of bike, and pedestrian trails including benches, picnic tables, signs, trash receptacles, irrigation, plantings, bike racks, kiosks, open view fencing, and lighting fixtures
- The construction, replacement or repair of fencing, water level control structures, easement dedication, and more to protect the regulated and mitigated areas located in the preserve open space zone.
- Conveyance of the natural watershed drainage within the floodplain areas.
- Maintenance of utilities (e.g. sewer lines, water lines, water tanks, roadway, multi use trails)

- Installation of future public utility crossings for improvements as required by local planning agencies, (e.g. sewer lines, water lines, water tanks).
- Mosquito vector control as necessary and approved by the applicable jurisdictions.
- Inspection personnel access for any monitoring program for the wetland habitats.
- Pre-approved vegetation removal that is required for public health and safety.
- Authorized vehicles access will be allowed to conduct management and maintenance activities as well as to construct improvements.
- Establishment, restoration and enhancement of wetland features. (Once identified these areas will be subject to the preserve open space zoning requirements).

A.2.2.7 Parks Zone(SP-P)

The parks zone includes promotes active and passive park uses with the Plan Area. The SP-P zone allows for the development of community, neighborhood and local parks. The SP-P zone is consistent with the parks land use designation described in section 4.8.7. A complete list of permitted uses, permit requirements, zoning regulations and development standards in included in Table A.14.

A.2.2.8 Public/Quasi-Public Zone (SP-PQP)

The public/quasi-public zone includes such uses and facilities as schools, government offices including police and fire station, libraries, public utilities, cultural, recreational and churches. The SP-PQP zone is consistent with the public/quasi-public land use designation described in section 4.8.8. A complete list of permitted uses, permit requirements, zoning regulations and development standards is specified in Table A.14.

Table A.14

Public/Quasi-Public, Parks, and Open Space Permitted Uses & Permit Requirements

Key

P	Permitted Use
UP	Use Permit Required
A	Accessory Use
NP	Not Permitted (NP)

Use	Permitted Use By Zone				Additional References
	SP-PQP	SP-P	SP-OS1	SP-OS2	
Agriculture and Natural Resources					
Horticulture, orchard, vineyard	NP	UP	NP	UP	1
Natural open space	NP	P	P	P	
Education, Recreation & Public Assembly					
Club, lodge, private meetinG hall	P	NP	NP	NP	
Conference/convention facility	P	NP	NP	NP	
Fitness/health facility	P	NP	NP	NP	
Library	P	NP	NP	NP	
Park	P	P	NP	NP	
Pre-school facility	P	NP	NP	NP	
Religious Facilities	P	NP	NP	NP	
Recreation Facility-Indoor (Private/Public)	P	P	NP	NP	
Recreation Facility-Outdoor (Private/Public)	P	P	NP	NP	2
School Facilities (Elementary, Middle, High School)	P	NP	NP	NP	
Sports, amphitheater and entertainment assembly	P	UP	NP	NP	
Theater, performing arts	P	UP	NP	NP	
Industry, Manufacturing & Processing					
Recycling facility	P	NP	NP	NP	
Recycling facility-scrap and dismantling yard	NP	NP	NP	NP	
Storage yard-outside	P	NP	NP	NP	
Services - Business, Financial, Professional					
Health care facility	P	NP	NP	NP	
Office-Business, service or government	P	NP	NP	NP	
Services - General					
Assisted living facility	P	NP	NP	NP	
Adult daycare facilities	P	NP	NP	NP	
Child care facility	P	NP	NP	NP	
Fire stations	P	NP	NP	NP	
Police stations	P	NP	NP	NP	
Municipal service facility	P	NP	NP	NP	
			NP	NP	
Transportation, Communication, Infrastructure					
Alternative Energy Technologies	UP	UP	NP	UP	
City water treatment plant	P	P	NP	NP	
City wastewater treatment plant	P	P	NP	NP	
City maintenance yard	P	UP	NP	UP	
Public parking	P	P	NP	NP	
Vehicle staging area	P	P	NP	P	3
Storm drainage facilities	P	P	P	P	
Class I bike paths and trails	P	P	P	P	
Underground utilities	P	P	P	P	
Utility access	P	P	NP	P	4
Utility facilities	P	UP	NP	P	
Wireless communication facilities	UP	UP	NP	P	FMC 17.58.080

Notes:

1. Neighborhood gardens or education horticulture, orchard, or vineyard areas within parks permitted under UP.
2. Sports, amphitheater and entertainment assembly uses that require lighting for night time events are permitted under a UP.
3. Vehicle staging areas within SP-OS2 shall be limited to no more than 10 vehicles and improved with permeable materials.
4. Utility access roads within SP-OS2 shall consist of unpaved roads.

A.2.3 OVERLAY COMBINING ZONES

A.2.3.1 Introduction

Overlay combining zoning creates special zoning placed over the primary zoning category and includes provisions that are specific to the overlay zone. Moreover, overlay combining zones are intended to provide an additional level of detail which may be more or less restrictive than the primary zone or to encourage particular types of development. Overlay combining zones are subject to the requirements of both the primary zone as well as the overlay zone. The FPASP has two overlay combining zones: the entertainment district overlay combining zone (EDOZ) and the town center overlay combining zone (TCOZ).

A.2.3.2 Entertainment District Overlay Combining Zone (EDOZ)

The entertainment district overlay combining zone (EDOZ) is planned to create a vibrant mix of uses that inspires innovative and creative architectural design. The entertainment district overlay combining zone will contain a mix of entertainment, dining, retail, personal services and lifestyle components to create a synergistic leisure destination with an intrinsically appealing blend of local, regional, and national merchandisers. The EDOZ zone will also encourage a greater concentration of high intensity, vibrant uses than are allowed in the underlying mixed-use zone. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the EDOZ zone is included in Tables A.7 & A.8.

A.2.3.3 Town Center Overlay Combining Zone (TCOZ)

The town center overlay combining zone (TCOZ) is also planned to create a vibrant mix of public, commercial and residential uses that inspire innovative and creative site and architectural design. The TCOZ zone is envisioned as a mix of municipal, recreation, dining, retail, and residential components that will become the focal point of the Plan Area. A complete list of permitted uses, permit requirements, zoning regulations and development standards for the TCOZ zone is included in Tables A.7 & A.8.

A.2.4 DESIGN REVIEW

All Plan Area projects, including project level design guidelines, building permits for commercial, industrial/office park, mixed-use, public and quasi-public buildings, and tentative subdivision map approvals for multi-family and single-family residential projects will be subject to Design Review approval by the planning commission as outlined in FMC Chapter 17.06. Refer to section 13.2.4 for additional details on the Design Review process.

A.3 PARKING REQUIREMENTS

Historically, Folsom has been a city with a high level of home ownership. Moreover, the city housing stock has been dominated by single-family detached homes with two car garages. Consistent with the FPASP planning principles of creating a new community featuring a mix of compatible uses, developed in a compact pattern, utilizing sustainable design practices, the FPASP proposes to double the historic percentage of multi-family housing units in the city. Typically, multi-family developments have smaller household size than single-family neighborhoods and therefore have fewer cars per household and fewer cars to park.

The Plan Area also features a comprehensively planned transit system as well a circulation network that features Class I and II bike lanes and bike paths to provide additional alternatives to driving and a reduced need for off street parking. Additionally, the Plan Area proposes a jobs/housing balance of nearly one job for every residential dwelling unit which should also reduces the need to drive and the demand for off street parking.

Confirmation of these conclusions is supported by recent research by Nelson/Nygaard Consulting Associates of San Francisco. Their research offers some useful facts on California cities that are of a comparable size to the City of Folsom. The research shows that in mixed-use downtowns in the cities of Oxnard, Chico, Palo Alto and Santa Monica, that parking demand observed is less than 2 spaces per 1,000 square feet of gross floor area. This figure is less than half the required parking for commercial uses in the City of Folsom.

In an effort to reduce greenhouse gas emissions, and to satisfy a Sacramento LAFCo condition of annexation approval, an Operational Air Quality Mitigation Plan (*Plan*) has been prepared and approved for the Plan Area by the Sacramento Metropolitan Air Quality Management District (SMAQMD). Avoiding excessive parking and paving can result in more efficient use of land, reduced construction costs, less stormwater runoff and a reduction in the "urban heat island" effect. *Plan* mitigation measure 11 requires that reduced parking standards be developed for the Plan Area that, in some instances, are less that what is currently required by FMC 17.57. Additionally, *Plan* mitigation measures 1 and 3 require new standards for both short and long term bicycle parking for commercial and multi-family residential project.

Accordingly, the FPASP adjusts residential off-street parking requirements to meet anticipated parking demand. Table A.15 includes vehicular and bicycle parking standards for all of the Plan Area land use zoning categories.

Table A.15

Parking Requirements
Vehicles

Zoning Category / Permitted Uses	Parking Type	
	Uncovered	Covered
Single Family Residential (SF) and		
One family dwelling units		2 spaces per unit
Second dwelling unit	Per FMC 17.105	
Home occupations	Per FMC 17.61	
Other permitted uses	See other permitted uses below	
Single Family High Density Residential (SFHD)		
One and two family dwelling units		2 spaces per unit
Second dwelling unit	Per FMC 17.105	
Home occupations	Per FMC 17.61	
Other permitted uses	See other permitted uses below	
Multi-Family Low Density Residential (MLD)		
Two family dwelling units		2 spaces per unit
Townhouses	.5 spaces per unit guest .5 spaces per unit guest	1 Bedroom or less: 1 space per unit 2 Bedrooms or more: 2 spaces per unit
Condominiums & Apartments	.5 spaces per unit guest .5 spaces per unit guest	1 Bedroom or less: 1 space per unit 2 Bedrooms or more: 2 spaces per unit
Home occupations	Per FMC 17.61	
Live/Work studios	1 space per unit	
Other permitted uses	See other permitted uses below	
Multi-Family Medium Density Residential (MMD)		
Townhouses	.5 spaces per unit guest .5 spaces per unit guest	1 Bedroom or less: 1 space per unit 2 Bedrooms or more: 2 spaces per unit
Condominiums & Apartments	.5 spaces per unit guest .5 spaces per unit guest	1 Bedroom or less: 1 space per unit 2 Bedrooms or more: 2 spaces per unit
Home occupations	Per FMC 17.61	
Live/Work studios	1 space per unit	
Other permitted uses	See other permitted uses below	
Multi-Family High Density Residential (MHD)		
Townhouses	.5 spaces per unit guest .5 spaces per unit guest	1 Bedroom or less: 1 space per unit 2 Bedrooms or more: 2 spaces per unit
Condominiums & Apartments	.5 spaces per unit guest .5 spaces per unit guest	1 Bedroom or less: 1 space per unit 2 Bedrooms or more: 2 spaces per unit
Home occupations	Per FMC 17.61	
Live/Work studios	1 space per unit	
Other permitted uses	See other permitted uses below	
Mixed-Use (MU)		
Office portion of project	3 spaces per 1,000 sf gfa	
Retail portion of project	3 spaces per 1,000 sf gfa	
Residential portion of project		
Townhouses	.5 spaces per unit guest .5 spaces per unit guest	1 Bedroom or less: 1 space per unit 2 Bedrooms or more: 2 spaces per unit
Condominiums & Apartments	.5 spaces per unit guest .5 spaces per unit guest	1 Bedroom or less: 1 space per unit 2 Bedrooms or more: 2 spaces per unit
Live/work studio	1 space per unit	
Other permitted uses	See other permitted uses below	
Community Commercial (CC)		
Retail	3 spaces per 1,000 sf gfa	
Office	3 spaces per 1,000 sf gfa	
Other permitted uses	See other permitted uses below	
General Commercial (GC)		
Retail	3 spaces per 1,000 sf gfa	
Office	3 spaces per 1,000 sf gfa	
Other permitted uses	See other permitted uses below	
Regional Commercial (RC)		
Retail	4 spaces per 1,000 sf gfa	
Office	3 spaces per 1,000 sf gfa	
Other permitted uses	See other permitted uses below	
Industrial/Office Park (IND/OP)		
Research & Development Uses		
Office & retail sales portions	4 spaces per 1,000 sf gfa	
Manufacturing portions	1 space per 500 sf gfa	
Storage portions	1 space per 2,000 sf gfa	
Other permitted uses	See other permitted uses below	

Table A.15 (Continued)

Parking Requirements (Continued)
Vehicles

Zoning Category Permitted Uses	Parking Type	
	Uncovered	**Covered**
Park (P)		
Local Parks	None	
Neighborhood Pakrs	None	
Community Parks	Parking area = 4% total park area	
Public/Quasi Public		
Schools Elementary (P/QP	1 space for each employee or 1 space for every 3 seats in the auditorium or multi-purpose room whichever is greater plus loading space for a min. of 2 school buses.	
Schools Middle (Junior)	1 space for every 3 seats in the auditorium or multi-purpose room whichever is greater plus loading space for a min. of 2 school buses.	
Schools High	1 space for each employee or 1 space for every four students in the 11th and 12th grade, or 1 space for every 3 seats in the main auditorium or stadium, whichever is the greater.	
Churches and religious facilities		
Open Space (OS)		
Staging Areas/Public Access	Maximum 10 spaces	
OTHER PERMITTED USES NOT SHOWN ABOVE		
Commercial Uses		
Banks, service type commercial uses	3 spaces per 1,000 sf gfa	
Eating establishements and bars	1 space per 3 seats	
Retail furniture, major appliance, floor covering	3 spaces per 1,000 sf gfa for the 1st 3,000 sf gfa; 1 space per 1,000 sf gfa	
Uncovered sales areas	1 space per 1,000 sf sales display	
Auto repair, service shops and service stations	1 space per 200 sf gfa	
Motels, hotels, guesthouses and lodges	1 space per sleeping room	
Boardinghouses, group care facilities, similar uses	1 space per 2 occupants	
Recreational Uses		
Dancehalls, ballrooms, discos, incidental dancing areas	1 space per 4 seats or 1 space per 30 sf of dance floor area, whichever is greater.	
Bowling centers	4 spaces per lane	
Skating rinks	1 space per 100 sf of skating area, plus parking for other uses in the facility.	
Tennis and other court games	2 spaces per court	
Swimming pools	1 space per 100 sf of pool area plus parking for other uses at the facility.	
Swimming and tennis clubs	Full parking requirement shall be provided for the part of the use requiring the greatest number of	
Stadiums and similar uses with fixed seating	1 space per 4 seats	
Theaters, auditoriums, public assembly	1 space per 3 seats in fixed seating facilities. 1 space per 35 sf nfa in assembly halls	
Care Facilities		
Hospitals	2 spaces per bed	
Convalescent hospitals	1 space per 2 beds	
Residential care homes	1 space per 3 persons receiving care in addition to spaces required for residence	
Family day care homes, foster homes, similar	1 space per 10 children in addition to spaces required for residence.	
Child day care	1 space per employee plus 1 loading space for every 8 children licensed	

Table A.15 (Continued)

Parking Requirements (Continued)
Vehicles

Zoning Category Permitted Uses	Parking Type	
	Uncovered	Covered
Industrial		
Manufacturing plants, machine shops	1 space per employee	
Warehouses and storage buildings	1 space per employee	
Industrial uses maintaining more than one shift	2 spaces per 3 employees for each of the two larger shifts.	
Public/Quasi Public		
Churches	1 space per 4 seats in assembly	
Other uses not specified	Ratio determined by Commuity Development Department	

Loading Requirements	Gross Floor Area in sq. ft.	Loading/Unloading Space (#)
Commercial and Industrial Uses	9,999 or less	0
	10,000 to 24,999	1
	25,000 to 49,999	2
	50,000 to 99,999	3
	For each additional 120,000	1
Hospitals and Institutions	49,999 or less	0
	50,000 to 149,999	1
	150,000 to 299,000	2
	For each additional 100,000	1

Parking Requirements
Bicycles

Land Use	Requirement	Notes
Multi-Family Dwelling Units without a garage	1 space per dwelling unit	Long term bicycle storage shall consist of either a (1) bicycle locker; (2) a locked rom with access limited to cyclists only; or (3) a standard bicycle rack in a location that is monitored.
Office and Retail Commercial & Mixed Use	2 spaces (1 short-term and 1 long-term) per 20 required vehicle parking spaces plus 1 additional space for every 10 additonal vehicle parking spaces provided.	Short term parking shall include biccyle racks that allow a cyclist to use a padlock and chain, cable or U-shaped locks to secrue a bicycle to the rack. Long term parking shall consist of either a (1) bicycle locker; (2) a locked room with access limited ot cyclists only; or (3) a standard bicycle rack in a location that is monitored.
Public Facilities	Number spaces = 30% of required vehicle parking spaces.	Short term parking shall include biccyle racks that allow a cyclist to use a padlock and chain, cable or U-shaped locks to secrue a bicycle to the rack
Schools: Elementary, Middle & High School	Number spaces = 25% of peak school enrollment	Short term parking shall include biccyle racks that allow a cyclist to use a padlock and chain, cable or U-shaped locks to secrue a bicycle to the rack. Long term parking shall consist of either a (1) bicycle locker; (2) a locked room with access limited ot cyclists only; or (3) a standard bicycle rack in a location that is monitored.

Notes:
1 sf equals square feet; gfa equals gross floor area; nfa equals net floor area;
2 Refer to FMC Chapter 17.57 for off street parking dimensions and landscaping requirements.

A.4 GRADING STANDARDS

A.4.1 Introduction

The intent of this section is to establish grading standards for the implementation of the FPASP. The Plan Area grading standards are designed to be consistent with the existing City of Folsom Municipal Code, with modifications added to reflect the unique nature of the Plan Area. Where inconsistencies occur between the FPASP and the FMC, the FPASP policies and standards will govern.

A.4.2 Existing Topography

As discussed in Section 2.3, the Plan Area consists of two distinct topographic areas: The eastern region of the Plan Area includes all of the property east of Placerville Road and consists of hilly terrain located where the lower foothills of the Sierra Nevada join the Sacramento Valley floor. Elevations vary from 440-feet above sea level at the valley floor, along Placerville Road, to 800-feet above sea level in the foothills adjacent to the existing communication towers. This rise in elevation is the first dramatic topographic change one views traveling eastward from Sacramento, along U.S. Highway 50.

The hilltop terrain is plateau-like and extends in a gentle slope from US Highway 50 to White Rock Road. On the east side of this area, the topography slopes gradually from the plateau to the El Dorado County line. Existing slopes range from 5%, to small areas in excess of 30%. The majority of slopes in this area average 15% with slopes on the plateau averaging 5%.

The topography of the western region of the Plan Area consists of gently rolling terrain located on the valley floor between Placerville Road on the east, Highway 50 on the north, White Rock Road on the south and Prairie City Road on the east. The majority of slopes in this zone range between 0% and 15%; however, isolated steeper slopes exist along the edges of Alder Creek tributaries and existing seasonal drainages in the western sections of this zone. Additionally, portions of the western region contain extensive native oak woodlands.

A.4.3 Grading Concept

Earthwork activities will be required to install the necessary backbone infrastructure, such as major roadways, sewer mains, water lines, storage tanks and stormwater detention facilities. Moreover, earthwork activities are required to create building sites for future development, including but not limited to residential sites, commercial pads, parks, schools, and trails (refer to Figure A.3 - Conceptual Grading Plan). In implementing the FPASP, several types of grading methods will be utilized reflecting the existing topography, natural resources, constraints and the opportunities inherent in the Plan Area.

Conventional, contour, and landform grading are methods of earthwork activities that will be utilized during the grading of the Plan Area. Definitions of the various methods of grading are derived from the Journal of Geotechnical Engineering (Horst J. Schoor & Donald H. Gray, October 1995).

Conventional grading is characterized by uniform slope gradients with angular slope intersections and pad configurations that are rectangular (refer to Figure A.1). In the Plan Area, conventional grading is mostly associated with non-hillside commercial building pads, homebuilding sites, school sites, municipal uses, parks, and other areas where uniform site grading is the primary consideration (refer to Figure A.4 for conventional grading locations).

Contour grading slopes are curvilinear in plan rather than linear as in conventional grading. Transition zones and slope intersections generally have some rounding applied and the resultant pad configurations are mildly curvilinear (refer to Figure A.1). In the Plan Area, contour grading is most likely to occur in hillside graded slope transition areas as well as highly visible areas where visual aesthetics are an important consideration (refer to Figure A.4 for contour grading locations)

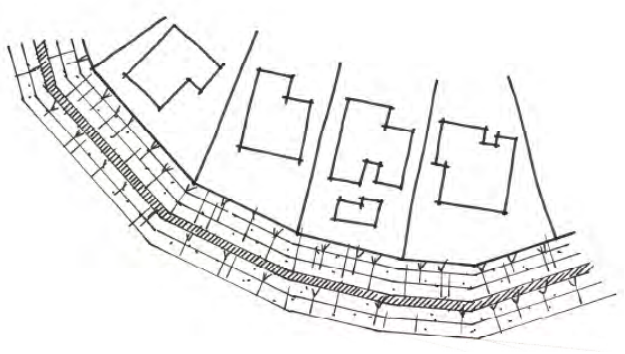


Figure A.1 – Conventional & Contour Grading

Landform grading replicates the irregular shapes of natural stable slopes. Landform graded slopes are characterized by a continuous series of concave and convex forms interspersed with swales and berms that blend into the existing slopes and the resultant pad configurations are irregular (refer to Figure A.2). In the Plan Area, landform grading will most likely occur in hillside areas where the natural blending of slopes is important, including transitions to oak woodlands, natural drainages and open space (refer to Figure A.4 for landform grading locations).

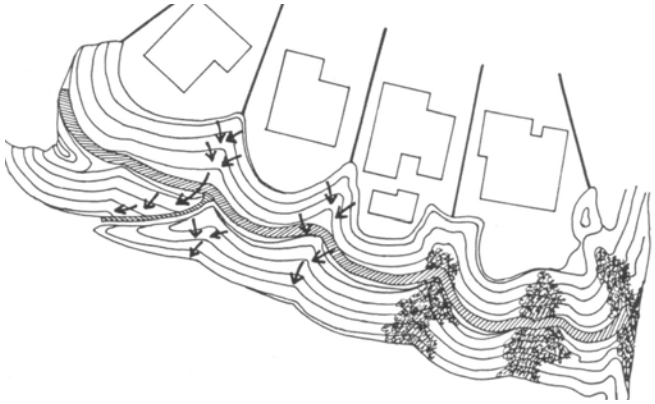


Figure A.2 – Landform Grading

(from Schor, H. 1980, "Landform Grading: Building Nature's Slopes." *Pacific Coast Builder, pp. 80-83*)

Insert Page A-29

11 x 17 Figure A.3

Conceptual Grading Plan

A.4.4 Grading Standards

The FPASP will comply with all provisions of FMC Chapter 14.29, plus the following additions:

14.29.315 Clearing and Grubbing.

Prior to excavation or filling operations, the site will be cleared and grubbed. Light and heavy earthmoving equipment, including but not limited to, track-mounted excavators, dump trucks, backhoes, graders, compactors, concrete trucks, front-end loaders and drill rigs will be used to remove, transport, relocate and compact excavated rock and soil. Clearing and grubbing activities will be subject to the requirements of a city and Sacramento Metropolitan Air Quality Management District (SMAQMD) approved dust mitigation plan.

14.29.316 Storage Piles

Active and inactive storage piles of excavated topsoil, soil and rock are allowed, subject to the conditions of a city and SMAQMD approved dust mitigation plan.

14.29.317 Blasting.

Due to the geologic conditions of the Plan Area, it is expected that blasting will be required for grading operations and for wet and dry utility trenching. The extent to which blasting will be required is unknown at this time. All blasting activities will be in accordance with the City of Folsom standards, specifications and requirements and a SMAQMD approved dust mitigation plan.

14.29.318 Rock Crushing.

Rock storage piles and rock crushing equipment may be temporarily located in individual Plan Area development parcels subject to approval by the city and the SMAQMD. If approved, on-site rock crushing equipment will 1) generate material for natural rock retaining walls, 2) provide backfill material for wet and dry utilities, and 3) provide road base material, and 4) other uses necessary for the project development. If approved, rock crushing operations and equipment will be sited in areas that minimize visual and noise exposure to surrounding developed areas. Rock crushing operations will be subject to the requirements of a city and SMAQMD approved dust mitigation plan.

A.5 HILLSIDE STANDARDS

A.5.1 Introduction

As previously described in Section A.4.2, portions of the Plan Area comprise steeper terrain where additional standards are needed to guide development in addition to the grading standards provided in Section A.4.4. The FPASP includes hillside standards to provide the needed guidance.

A.5.2 Concept

All hillside development parcels will be mass graded utilizing the principles of conventional, contour and landform grading to create a finished project that when completed, appears not to have been graded. Mass grading has inherent benefits compared to individual building site grading, particularly for residential projects in hillside areas. Some of the benefits include:

- Earthwork operations are completed in much less time because they are usually under the control of one or two master developers.
- Greater coordination of export, import and embankment of material with fewer impacts to surrounding land uses.
- Comprehensive drainage system is planned for each residential building site.

- Noise, dust, and truck related traffic impacts occur with one grading operation with fewer impacts to existing residents, or in many cases, before residents occupy the particular lot area.
- Less city staff time committed to review and inspection.
- Greater control over visual affects of project, since control of design guidelines can be more **easily coordinated with fewer owners**.

A.5.3 Design Standards

A.5.3.1 Grading

The standards provided below are a substitute for Folsom Municipal Code Chapter 14.33, Hillside Standards and are intended to guide conventional, contour and landform grading activities associated with residential, commercial, parks and schools and other land uses in Hillside Areas.

A. A preliminary grading plan shall be submitted with a tentative subdivision or parcel map application for all proposed subdivisions in Hillside areas. The preliminary grading plan shall include at a minimum the following:

1. An exhibit or exhibits showing existing and proposed contours of property, existing and proposed elevations of all pads, and grades of proposed streets and drainage facilities. Existing contours shall be drawn at 2-foot intervals where slopes are under 20 percent, and 5-foot intervals where slopes are 20 percent or greater. Where necessary to properly show flatter portions of the land, half interval contours shall be shown. Ninety percent of all contours shall be accurate within one-half contour interval. Contours should continue onto adjacent property for a minimum of 100 feet or far enough to demonstrate to the satisfaction of the city, drainage relationships and topographic continuity between the site being graded and adjacent properties. The city may require different contour intervals when deemed necessary to adequately portray topographic conditions. The person preparing the tentative map shall indicate the source of the topographical information. In addition to the above, a diagram shall be provided that clearly identifies all proposed retaining walls over 3-feet in height and all cut and fill slopes.
2. Location of existing and proposed property lines;
3. Location and widths of the streets and ways in the proposed subdivision;
4. Approximate location of areas subject to inundation or flooding, lakes or marshes, defined wetlands, and the location, width, and direction of flow of all watercourses;
5. An evaluation of potential hydrologic, geologic and seismic hazards by a geologist registered by the State of California or an engineering geologist certified by the State of California;
6. The outline of canopy of trees and the location of all individual trees with a trunk over 6-inches (DBH) standing within the boundaries of the subdivision, and other vegetative cover.

A.5.3.2 Residential Subdivision Design

All applications for tentative maps for residential subdivisions in hillside areas shall be subject to the standards set forth in this subsection.

A. Residential Subdivision Lots.

1. Suitability of Lots for Purpose. All subdivisions shall be designed to take into account the natural qualities of the site, including steepness of terrain, location of watercourses, periodic flooding, earth movement, size, shape and other physical conditions. These elements shall be accommodated while ensuring that the sites can be developed in conformance with the height, bulk, setback and other site development limitations of the FPASP.
2. Lot Size. The minimum area and dimensions of all lots shall conform to the requirements of Appendix A.2 – Zoning Categories, Regulations and Development Standards.
3. Lot Depth. The average depth of any lot shall not exceed three (3) times its width, unless a waiver from this requirement is granted by the city.
4. Lot Lines. Lot lines shall be placed to create usable building sites, permit accommodation of sites to the natural terrain and vegetation, and to afford access to the building site with a minimum of grading. To the extent possible, lot lines shall be placed so as to be compatible with contours. Where existing or proposed slopes or embankments are located between lots, the property line shall be located at the top of the slope or embankment.
5. Lot Slope. No lots shall be created unless they have building sites on slopes of 20 percent or less, except when the city finds that building sites on steeper slopes comply with the provisions of the FPASP.
6. Lot Coverage. The total amount of impervious surface, including buildings and paving, shall not exceed 60 percent of any lot in the Hillside Areas. This limitation may be waived by the city if it finds that the proposed design will be consistent with the purposes of this Section of the FPASP.
7. Access to Streets. The following shall apply to access to streets in Hillside Areas.
    a. No lots shall be created unless they have at least 45 feet of frontage on a public or private street meeting the minimum requirements of the FPASP for pavement and right-of-way widths, and other public improvements.
    b. Residential Lots, other than corner lots, shall not have access to more than one (1) street. For purposes of this section, alleys are not considered a street.
    c. On any lot intended for residential occupancy it shall be possible to provide safe vehicular access via a private driveway, conforming to the other standards of the section, from the street on which the lot faces to a garage, or parking site on the lot in a location conforming with the requirements of the FPASP. The alignment of the driveway shall not traverse slopes in excess of 20 percent. Further, no cut or fill for driveway construction shall exceed six feet in depth or height. The city may allow these limits to be exceeded based on a finding that proposed design solutions will provide a more desirable result.
    d. No private driveway shall have a grade exceeding 15 percent. The city may allow private driveway grades up to 20% percent based on the finding that the steeper grade will result in better overall development of the site consistent with the purposes of this section. In any case there shall be sufficient level space in front of any garage to allow for safe parking of vehicles. A maximum of 4 lots may share a single driveway, if the access design is recommended for approval by both the Community Development Department and the Fire Department and is approved by the city.

B. Residential Streets: The following shall apply to the construction of new residential streets for proposed subdivisions in Hillside areas:

1. Cul-de-Sacs: Cul-de-sacs shall not exceed 500 feet in length; provided, however, that where turnouts or turnarounds are provided to the satisfaction of the Fire Department and

the Department finds adequate fire protection is possible, cul-de-sacs may be increased to 1,000 feet in length. The cul-de-sac termination shall be as set forth in FMC Title 16 (Subdivisions). The city may require the subdivider to improve and dedicate to the City, emergency escape routes including right-of-way and improvements from the ends of cul-de-sacs.

2. Long and Straight Streets: Long, straight residential streets, conducive to high speed traffic, shall not be permitted.
3. Grades: Grades of streets shall not be greater than 12.5 percent, except that the city upon recommendation of the Community Development Department may authorize grades up to 15 percent for short portions of the street and when such grades do not adversely impact access, including emergency equipment and vehicle access, to adjacent properties in conformity with the driveway access standards of this Section. All breaks in vertical alignment shall be as determined by the Community Development Department according to standards of FMC Title 16 (Subdivisions).
4. Parking: After review and recommendation of the Community Development Department, and where approved by the city, parking bays may be substituted for on-street curbside parking on hillside single loaded streets.
5. Street lights: Street lights shall be required to meet city standards for placement, spacing, size, type and height.

A.5.3.3 Building and Landscaping

All applications for approval of new construction in hillside areas shall be subject to design review as outlined in FMC Chapter 17.06. Such applications shall comply with the standards in this section as well as those in FMC Chapter 17.06. Further, they shall comply with the FPASP Community Design Guidelines for hillside areas.

A. Standards for New Residential Buildings.
   1. Rooflines. The rooflines of structures should be below the height of any existing tree canopy, to the extent feasible.
   2. Materials and Colors. Materials and colors that blend with the natural landscape shall be used for all construction in hillside areas.
   3. Nonreflective Materials. Except for window surfaces, the use of polished or reflecting exterior building materials and finishes shall be avoided. Further, windows with highly reflective treatments should be avoided and window should be located so as to avoid highly reflective sun orientations to adjacent properties.
   4. Fire-Resistant Rood Materials. In hillside areas, all roofs shall be of Class A roof materials.
   5. Decks and Deck Supports. On downhill sites, decks shall be located and designed to avoid tall and highly visible supports. Further, exposed areas under decks should be screened with lattice, or similar treatments composed of fire-resistant materials.

B. Standards and Procedures for landscaping Plans. All proposed subdivisions and grading permits shall comply with this section.
   1. Preliminary Landscaping Plan. A preliminary landscaping plan shall be submitted to the community development department together with any tentative subdivision or parcel map application for parcels in hillside areas. The preliminary landscaping plan shall

show:

a. Existing trees, plants and rock outcrops;

b. The location, type and size of all trees and plants to be added;

c. Specifications for irrigation and maintenance of landscaping;

d. The location and type of retaining walls, fencing, walls, soundwalls or other landscape features to be added. In hillside development with natural rock outcroppings, the city encourages use of the rocks that must be moved to accommodate development in walls or other landscape features.

2. Final Landscaping Plan. Where a preliminary landscaping plan is required pursuant to subsection (B)(1) of this section, a final landscaping plan shall be submitted to the community development department prior to building permit issuance. The final landscaping plan shall be in substantial conformance with the preliminary landscaping plan.

3. Use of Native Plants. Whenever practical, native landscaping materials shall be used for street trees, parks and other areas within hillside area developments. The community development department will maintain a list of plants considered native to the hillside areas.

4. Heritage Oaks. Landscaping and irrigation around heritage oaks shall be consistent with FMC Chapter 12.16 (Tree Preservation).

5. Exterior Lighting. Exterior lighting shall be the minimum necessary to provide for safety for pedestrians and other non vehicular uses around the primary building on the site. Landscaping shall be used to reduce long-range visibility of night lighting (City of Folsom Ord. 798 § 2 (part), 1994).

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Appendix B
General Plan Consistency Analysis

GP Goal	GP Policy	FPASP Consistency	Remarks
Land Use Element			
Goal 1			
	1.1	Yes	
	1.2	Yes	
	1.3	Yes	
	1.4	Yes	
	1.5	Yes	
	1.6	N/A	FPASP not in historic district.
	1.7	N/A	FPASP not in historic district.
	1.8	N/A	FPASP not in historic district.
	1.9	Yes	
	1.10	N/A	FPASP does not require development incentives.
	1.11	Yes	
Goal 2			
	2.1	N/A	FPASP sets the overall guidelines for the Plan Area.
	2.2	Yes	
	2.3	Yes	
	2.4	Yes	
Goal 3			
	3.1	Yes	
	3.2	Yes	
	3.3	Yes	
Goal 4			
	4.1	Yes	
	4.2	Yes	
	4.3	Yes	
	4.4	Yes	
	4.5	Yes	
Goal 5			
	5.1	N/A	City responsibility.
	5.2	N/A	City responsibility.
	5.3	N/A	City responsibility.
Goal 6			
	6.1	N/A	The SOI area is established.
	6.2	N/A	The SOI area is established.
	6.3	N/A	The SOI area is established.
Goal 7			
	7.1	Yes	
	7.2	Yes	
	7.3	Yes	
	7.4	Yes	

GP Goal	GP Policy	FPASP Consistency	Remarks
Goal 8			
	8.1	Yes	
	8.2	GPA Required	FPASP adds Mixed-Use land use designation.
	8.3	Yes	
	8.4	Yes	
	8.5	Yes	
	8.6	Yes	
	8.7	N/A	FPASP establishes its own zoning standards.
	8.8	N/A	FPASP establishes its own zoning standards.
	8.9	Yes	
	8.10	GPA Required	FPASP increases MHD from 18-25 to 18-30.
	8.11	Yes	If GPA approved for Policy 8.10.
Goal 9			
	9.1	Yes	
	9.2	Yes	
	9.3	Yes	
	9.4	Yes	
Goal 10			
	10.1	Yes	
	10.2	Yes	
	10.3	Yes	
	10.4	N/A	City responsibility.
	10.5	N/A	FPASP not in Sutter Street commercial area.
	10.6	Yes	
	10.7	N/A	FPASP not in the area outlined in this policy.
	10.8	N/A	FPASP established its own parking standards.
	10.9	Yes	
	10.10	Yes	
	10.11	Yes	
	10.12	N/A	City responsibility.
	10.13	Yes	
Goal 11			
	11.1	N/A	FPASP not in the area outlined in this policy.
	11.2	N/A	FPASP not in the area outlined in this policy.
	11.3	N/A	FPASP not in the area outlined in this policy.
	11.4	N/A	FPASP not in the area outlined in this policy.
	11.5	N/A	FPASP not in the area outlined in this policy.
	11.6	N/A	FPASP not in the area outlined in this policy.
	11.7	N/A	FPASP not in the area outlined in this policy.
	11.8	N/A	FPASP not in the area outlined in this policy.
	11.9	GPA Required	Reduce to 5% in Mixed-Use
	11.10	N/A	FPASP not in the area outlined in this policy.

GP Goal	GP Policy	FPASP Consistency	Remarks
Goal 12			
	12.1	Yes	
	12.2	Yes	
	12.3	Yes	
	12.4	Yes	
	12.5	Yes	
	12.6	Yes	
	12.7	N/A	FPASP establishes its own development standards.
	12.8	N/A	FPASP established its own development standards.
Goal 13			
	13.1	Yes	
	13.2	N/A	FPASP establishes its own development standards.
	13.3	Yes	
	13.4	Yes	
	13.5	N/A	FPASP establishes its own development standards.
	13.6	GPA Required	FPASP requires Design Review process.
Goal 14			
	14.1	N/A	FPASP not in the historic district.
	14.2	N/A	City responsibility.
	14.3	N/A	FPASP established its own land use designations.
Goal 15			
	15.1	GPA Required	FPASP designates range of 5 to 15 acres.
	15.2	Yes	
	15.3	Yes	
	15.4	Yes	
	15.5	GPA Required	FPASP requires Design Review process.
	15.6	N/A	FPASP establishes its own development standards.
Goal 16			
	16.1	Yes	
	16.2	Yes	
	16.3	Yes	
	16.4	Yes	
	16.5	Yes	
	16.6	Yes	
	16.7	Yes	
	16.8	Yes	
	16.9	Yes	
	16.10	GPA Required	GP amendment to allow with a use permit

GP Goal	GP Policy	FPASP Consistency	Remarks
Transportation Element Goal 17			
	17.1	Yes	
	17.2	Yes	
	17.3	Yes	
	17.4	N/A	City responsibility.
	17.5	N/A	City responsibility.
	17.6	Yes	
	17.7	Yes	
	17.8	N/A	City responsibility.
	17.9	Yes	
	17.10	Yes	
	17.11	N/A	City responsibility.
	17.12	N/A	City responsibility.
	17.13	Yes	
	17.14	Yes	
	17.15	GPA Required	FPASP establishes new parking requirements.
	17.16	N/A	Park and ride lots not included in the FPASP.
	17.17	GPA Required	Lower service levels required in the FPASP.
	17.18	N/A	City responsibility.
	17.19	N/A	City responsibility.
	17.20	N/A	City responsibility.
	17.21	N/A	City responsibility.
	17.22	Yes	
Housing Element Goal 18			
	18.1	Yes	
	18.2	N/A	City responsibility.
	18.3	Yes	
	18.4	N/A	City responsibility.
	18.5	Yes	
	18.6	N/A	City responsibility.
	18.7	Yes	
	18.8	N/A	City responsibility.
	18.9	N/A	City responsibility.
	18.10	N/A	City responsibility.
Goal 19			
	19.1	N/A	City responsibility.
	19.2	N/A	City responsibility.
	19.3	N/A	City responsibility.
	19.4	N/A	City responsibility.
	19.5	N/A	City responsibility.
	19.6	N/A	City responsibility.
	19.7	N/A	City responsibility.
	19.8	N/A	City responsibility.

GP Goal	GP Policy	FPASP Consistency	Remarks
Goal 20			
	20.1	N/A	No existing housing in the FPASP
	20.2	N/A	No existing housing in the FPASP
	20.3	N/A	No existing housing in the FPASP
	20.4	N/A	No existing housing in the FPASP
	20.5	N/A	No existing housing in the FPASP
	20.6	N/A	No existing housing in the FPASP
	20.7	N/A	No existing housing in the FPASP
Goal 21			
	21.1	N/A	City responsibility.
	21.2	N/A	City responsibility.
	21.3	N/A	City responsibility.
Goal 22			
	22.1	N/A	City responsibility.
Goal 23			
	23.1	Yes	
	23.2	Yes	
	23.3	N/A	City responsibility.
	23.4	Yes	
	23.5	Yes	
	23.6	Yes	
Goal 24			
	24.1	N/A	No existing housing in the FPASP
Open Space and Conservation Element Goal 23			
	23.1	N/A	FPASP establishes its own tree preservation policies.
	23.2	N/A	FPASP establishes its own tree preservation policies.
	23.3	N/A	FPASP establishes its own tree preservation policies.
Goal 24			
	24.1	Yes	
	24.2	Yes	
	24.3	Yes	
	24.4	N/A	FPASP establishes its own development standards.
Goal 25			
	25.1	Yes	
	25.2	Yes	
	25.3	Yes	
	25.4	Yes	
	25.5	N/A	FPASP establishes its own preservation policies.
	25.6	N/A	FPASP establishes its own preservation policies.
	25.7	N/A	FPASP establishes its own preservation policies.
Goal 26			
	26.1	N/A	City responsibility.
	26.2	N/A	FPASP not in the area outlined in this policy.

GP Goal	GP Policy	FPASP Consistency	Remarks
Goal 27			
	27.1	Yes	
	27.2	N/A	FPASP establishes its own parkway plans.
	27.3	N/A	FPASP establishes its own scenic corridor plans.
	27.4	Yes	
Goal 28			
	28.1	N/A	City responsibility.
	28.2	Yes	
	28.3	N/A	FPASP provides its own water sources.
	28.4	N/A	No existing dredge tailings in the Plan Area.
	28.5	N/A	No existing mining sites in the Plan Area.
	28.6	N/A	City responsibility.
Safety Element Goal 29			
	29.1	N/A	City responsibility.
	29.2	N/A	City responsibility.
	29.3	N/A	City responsibility.
	29.4	N/A	City responsibility.
	29.5	N/A	City responsibility.
	29.6	N/A	City responsibility.
	29.7	N/A	City responsibility.
Noise Element Goal 30			
	30.1	N/A	City responsibility.
	30.2	N/A	City responsibility.
	30.3	N/A	City responsibility.
	30.4	Yes	
	30.5	Yes	
	30.6	Yes	
	30.7	Yes	
	30.8	N/A	City responsibility.
	30.9	Yes	
	30.10	Yes	
	30.11	N/A	City responsibility.
	30.12	N/A	City responsibility.
	30.13	N/A	City responsibility.
	30.14	N/A	City responsibility.
	30.15	Yes	

GP Goal	GP Policy	FPASP Consistency	Remarks
Air Quality Element Goal 31			
	31.1	N/A	City responsibility.
	31.2	N/A	City responsibility.
	31.3	N/A	City responsibility.
	31.4	Yes	
	31.5	N/A	City responsibility.
	31.6	Yes	
	31.7	Yes	
	31.8	N/A	City responsibility.
	31.9	Yes	
	31.10	N/A	The FPASP has its own Transit Master Plan.
Goal 32			
	32.1	Yes	Reference Policy 31.6.
Goal 33			
	33.1	Yes	Reference Policy 31.7.
	33.2	Yes	Reference Policy 31.9.
Goal 34			
		N/A	See related goals and policies.
Parks and Recreation Element Goal 35			
	35.1	Yes	
	35.2	N/A	City responsibility.
	35.3	N/A	City responsibility.
	35.4	Yes	
	35.5	Yes	
	35.6	Yes	
	35.7	N/A	City responsibility.
	35.8	Yes	
	35.9	Yes	
	35.10	Yes	
	35.11	N/A	FPASP not in established City neighborhoods
	35.12	GPA Required	Neighborhood parks to be 5-20 acres.
Goal 36			
	36.1	N/A	City responsibility.
	36.2	Yes	
	36.3	Yes	
	36.4	N/A	City responsibility.
	36.5	N/A	City responsibility.
	36.6	N/A	City responsibility.
	36.7	N/A	City responsibility.

GP Goal	GP Policy	FPASP Consistency	Remarks
Goal 37			
	37.1	N/A	City responsibility.
	37.2	N/A	City responsibility.
	37.3	Yes	
	37.4	N/A	City responsibility.
	37.5	N/A	City responsibility.
	37.6	N/A	City responsibility.
	37.7	N/A	City responsibility.
Goal 38			
	38.1	N/A	City responsibility.
	38.2	N/A	City responsibility.
	38.3	N/A	City responsibility.
	38.4	N/A	City responsibility.
	38.5	N/A	City responsibility.
Goal 39			
	39.1	N/A	City responsibility.
	39.2	N/A	City responsibility.
	39.3	N/A	City responsibility.
	39.4	N/A	City responsibility.
	39.5	N/A	City responsibility.
	39.6	N/A	City responsibility.
Public Facilities Element Goal 40			
	40.1	Yes	
	40.2	N/A	FPASP provides its own facilities plan.
	40.3	N/A	FPASP provides its own facilities plan.
	40.4	Yes	
	40.5	Yes	
Hazardous Materials Element Goal 41			
	41.1	N/A	City responsibility.
	41.2	N/A	City responsibility.
	41.3	N/A	City responsibility.
	41.4	N/A	City responsibility.
	41.5	N/A	City responsibility.
	41.6	N/A	City responsibility.
	41.7	N/A	City responsibility.
	41.8	N/A	City responsibility.
	41.9	N/A	City responsibility.
	41.10	N/A	City responsibility.
	41.11	N/A	City responsibility.