

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

Guiding Principles

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

THE FOLSOM 2035 GUIDING PRINCIPLES

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

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

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

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

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

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



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

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

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

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

Guiding Principle #14: Commit to high-quality design

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

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

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

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

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

Guiding Principle #17: Embrace Folsom's Heritage

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

Guiding Principle #18: Celebrate Folsom's Cultural Diversity

Recognize and celebrate the cultural diversity of Folsom residents.

Guiding Principle #179: Encourage citizen participation and good leadership

Facilitate active and meaningful community participation by maintaining a transparent and open government and actively seeking citizen input in the decision-making process. City government shall be guided by the public

Land Use Diagram and Standards

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

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

Development Standards

These are legal standards of density for residential uses and standards of building intensity for nonresidential and mixed use. The following explains how these standards operate.

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



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

Growth and Change

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

Goal LU 1.1

Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change. (Existing Goal, 1, edited)

LU 1.1.1 Zoning Ordinance

Ensure that the Folsom Zoning Ordinance is consistent with the policies and programs of the General Plan. (New Policy)

RDR

LU 1.1.2 Land Use Cooperation

Coordinate with Sacramento, Placer, and El Dorado Counties, as well as [the Sacramento Area Council of Governments \(SACOG\)](#) and [Sacramento Local Agency Formation Commission \(LAFCO\)](#), on land use decisions that may impact Folsom. (Existing GP, Goal 5, edited) **IGC**

LU 1.1.3 Annexation and Services

Require applicants applying for annexation of lands to the city to demonstrate the financial benefit to the City. (Existing GP, 7.3, edited) **RDR**

LU 1.1.4 Sphere of Influence **for Corporation Yard**

Coordinate with LAFCO to revise the Sphere of Influence **to permit the new corporation yard consistent with the policies of the General Plan.** (New Policy) **IGC**

LU 1.1.5 Specific Plans

Require the adoption of specific plans for new growth areas. (New Policy) **MPSP**

surrounding community, while improving critical elements such as transparency and permeability.

2. *Work with neighbors.* Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood input while fulfilling the community's larger goals for walkability and compact development. (New Policy) **JP**

LU 1.1.12 LU 1.1.13 Sustainable Building Practices

Promote and, where appropriate, require sustainable building practices **(e.g., LEED certification)** that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable. (New Policy) **RDR**

LU 1.1.13 LU 1.1.14 Promote Resiliency

Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations to promote the issues of air quality, food availability, renewable energy systems, sustainable land use and the reduction of greenhouse gas (GHG) emissions. (New Policy)

IGCJP

LU 1.1.15 SACOG Blueprint Principles

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

LU 1.1.16 Community Engagement in the Planning Process

Engage the community in the planning process. Ensure the public has access to accurate and timely information and has convenient and meaningful ways to contribute ideas. (New Policy) **IGC**



Urban Centers

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

With three distinct centers, Folsom will have gathering places near every Folsom resident. Residents can attend an event, shop, and dine within a short walk, bike ride, or drive from their homes. Policies in this section consider this overall city structure and support and enhance urban centers.

This focus on creating and enhancing urban centers reflects the broader goal of the General Plan, which is that people, and not the automobile, are at the center of Folsom's planning today.

Historic Folsom



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

Transit-Oriented Development

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

Historic Folsom Station

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



Glenn Station

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



Iron Point Station

The Folsom Premium Outlets anchor the Iron Point Station. Other retail options, including a hotel and movie theater, help create a shopping and retail hub. On the northwest side of Folsom Boulevard, the American River





Bike Trail weaves through the Willow Creek Recreation Area. New transit-oriented development, particularly mixed-use development, would likely occur only if existing retail sites were redeveloped.

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

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

Goal LU 4.1

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

LU 4.1.1 Public/Private Partnerships

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

IGCJP

LU 4.1.2 Mix of Uses Near Station

Encourage ~~high density~~new development around transit stations that mix retail ~~with, office, and~~ a variety of housing ~~and employment~~ options to ~~transform Folsom stations into destinations~~ ~~create a walkable urban place and that~~ take advantage of public investment in transit. (New Policy) **RDR**

LU 4.1.3 Transit Oriented Development Overlay Zoning

~~Encourage-Facilitate~~ mixed-use development around transit centers by ~~applying a mixed use overlay zone that allows higher-intensity, mixed use development without changing the underlying zoning~~ property owners within a Transit-Oriented Development Overlay to change their property's zoning to mixed use following a review of the proposed development by planning staff. (New Policy) **RDR**



LU 5.1.1 River District Overlay

Apply a River District Overlay designation to the riverfront areas of Folsom to elevate the importance of the river. (New Policy) **RDR**

LU 5.1.2 Vision for the River District

Engage the community and stakeholders in establishing a vision for Folsom's River District. (New Policy) **MPSP**

LU 5.1.3 River District Master Plan

Prepare a River District Master Plan for Folsom's riverfront area, that is based on widespread community engagement as well as coordination with the California Department of Parks and Recreation. (New Policy) **MPSP**

LU 5.1.4 Enhance Lake Natoma with Compatible Recreation Uses

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

LU 5.1.5 Honor Folsom's Heritage

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

Residential Neighborhoods

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

Goal LU ~~56~~.1

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

LU 6.1.1 Complete Neighborhoods

Encourage the establishment of “complete neighborhoods” that integrate schools, childcare centers, parks, shopping and employment centers, ~~and shopping, employment, and entertainment centers~~, and other amenities. (New Policy)

RDR

LU 6.1.2 Historic Folsom Residential Areas

Preserve and protect the residential character of Historic Folsom’s residential areas. (New Policy) **RDR**

LU 6.1.3 Efficiency Through Density (MOVED)

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

~~LU 6.1.2~~ LU 6.1.4 Open Space in Residential Developments

Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres and, or parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common areas, landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase. (Existing GP, 8.3, edited) **RDR**

LU 9.1.3 Eliminate Large Blocks

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

LU 9.1.4 Gateways

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

LU 9.1.5 Pedestrian-Friendly Entrances

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

LU 9.1.6 Community Beautification

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

LU 9.1.7 District Identity

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

LU 9.1.8 Cool Paving

Identify opportunities to use cool paving materials and consider the use of concrete instead of asphalt for streets and trails, where feasible. (New Policy) **SO RDR**

LU 9.1.9 Passive Solar Access

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



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



M 2.1.17 Pedestrian and Bicycle Overpasses

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

M 2.1.16 M 2.1.18 Public Involvement

Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs. (New Policy) **PI**

Transit

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

Goal M 3.1

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

M 3.1.1 Access to Public Transit

Strive to ensure that all residents have access to safe and convenient public transit options. (New Policy) **MPSP**

M 3.1.2 Transit for Elderly and Persons with Disabilities

Continue to provide accessible, on-demand transit for the elderly and persons with disabilities. (New Policy) **SO**

M 3.1.3 Regional Transit Connectivity

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

M 3.1.4 Light Rail Double-Tracking

Coordinate with Sacramento Regional Transit on possibilities for improving light rail headways through double-tracking. (New Policy) **JP**

M 3.1.5 Extended Light Rail Service

Coordinate with Sacramento Regional Transit on possibilities for extending light rail hours into the evening. (New Policy) **JP**

M 3.1.6 “Hi-Bus” Transit Corridors

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

M 3.1.7 Transit to Key Locations

Provide Folsom Stage Line transit stops and associated amenities at key destinations in Folsom. (New Policy) **SO**

What is Hi-Bus Transit?

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

Vehicular Traffic and Parking

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

Goal M 4.1

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

M 4.1.1 Road Network Hierarchy

Establish a hierarchy of roads consisting of the following:

1. **Freeways or limited access highways.** Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.
2. **Expressways.** Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
3. **Arterial roads (or major streets).** Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as “mobility,” rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) “major arterials”, which are typically divided four or six-lane roadways, and 2) “minor arterials,” which are typically undivided four-lane roadways.
4. **Collector (or secondary) roads.** Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as “through” roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) “major collectors,” which are typically two-lane roadways with center turn lanes, and 2) “minor collectors,” which are typically two-lane roadways without center turn lanes.

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

M 4.1.2 Roadway Maintenance

Maintain roadways according to industry standards to provide for the safe travel ~~of for all users/vehicles,~~ including pedestrians, ~~and bicyclists, drivers, and transit vehicles.~~ The City shall implement a pavement management plan and emphasize preventative maintenance to reduce costs associated with frequent road surface replacement. (New Policy) **SO**

M 4.1.3 Level of Service

Strive to achieve at least traffic Level of Service “D” throughout the city. Level of Service “E” conditions can be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays. Level of Service “**FE**” **may also** be accepted during peak commute periods at major intersections within one-quarter mile of a freeway interchange or river crossing. (New Policy) **SO**

M 4.1.4 Capital Southeast Connector

Support the planning and construction of the Capitol Southeast Connector. (New Policy) **IGC**

M 4.1.5 Interchange Improvements

Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges along Highway 50. (Existing GP, 17.18, edited) **IGC**

M 4.1.6 Capital Improvement Plan (CIP)

Maintain and implement a three-year capital improvement plan for road improvements. (Existing GP, Policy 17.8, edited) **FB**

M 4.1.7 Landscape Maintenance Assessment Agreements

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

Capital Southeast Connector

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



NCR 1.1.4 Native and Drought Tolerant Vegetation

Encourage new developments to plant native vegetation and drought tolerant species and prohibit the use of invasive plants. (New Policy) **RDR**

NCR 1.1.5 New Open Space

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

NCR 1.1.6 Consolidate Parcels

Encourage landowners to consolidate identified habitats, open space, and park lands between separately-owned development projects and individually-owned properties, when feasible. (Existing GP, 27.4) **MPSP**

NCR 1.1.7 Fugitive Light

Encourage measures to limit fugitive light from outdoor sources, including street lighting. (New Policy) **RDR**

NCR 1.1.8 Planting in New Development

Require the planting of street trees, parking lot canopy trees, screening trees, and other amenity trees and landscaping in all new development, consistent with City landscaping development guidelines, to minimize the heat island effect.

Planting strips must be large enough to accommodate a large tree canopy and allow for healthy root growth. (New Policy)

RDR

NCR 1.1.9 Public Awareness

Encourage and support development projects and programs that enhance public appreciation and awareness of the natural environment. (New Policy) **PI**

NCR 5.1.2 Cultural Resources Inventory

Maintain an inventory of prehistoric and historic resources, historically and culturally significant including buildings structures and sites. (Existing GP, 1.8, edited) **MPSP**

NCR 5.1.3 Nominate Additional Cultural Resources

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

~~NCR 5.1.3~~ NCR 5.1.4 Applicable Laws and Regulations

Ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archeological resources, as listed in the City of Folsom Historic Preservation Master Plan. including the use of the California Historical Building Code as applicable. (New Policy) **MPSP**

~~NCR 5.1.4~~ NCR 5.1.5 Funding Sources

Strive to obtain Federal, State, and private funding and incentives for maintaining and rehabilitating historic buildings and sites. (Existing GP, 26.1, edited) **FB**

~~NCR 5.1.5~~ NCR 5.1.6 Consistent Historic District Standards

Maintain and implement consistent standards for development, public improvements, alley use, and frontage improvements for the original 50' x 140' lots within the original town boundaries. This includes the area generally bounded by Bidwell Street, Riverway, Stafford Street, and Folsom Boulevard design and development standards for the Historic District. (Existing GP, 26.2, edited) **RDR**



PFS 1.1.6 Partnerships with the Private Sector

Encourage community organizations' activities in support of City proposes and responsibilities. (New Policy)

Educational Facilities

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

Goal PFS 2.1

Provide for the educational and literacy needs of Folsom residents. (New Goal)

PFS 2.1.1 School District Coordination

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

1. Each residential neighborhood will contain or have access to the appropriate elementary school according to school district standards;
2. Children do not have to cross an uncontrolled intersection on an arterial road to reach an elementary school;
3. Elementary schools can be reached on foot by most of the neighborhood residents; and
4. A joint park/school site can be developed wherever possible. (Existing GP, 16.3, edited) **IGC**

PFS 2.1.2 School Capacity and Development

If a new development will not contain a school site, the City shall require applicants of new development to show that a school site has been dedicated, a school site will be

authorizes the City to approve, deny, or condition projects based on their consistency with the General Plan. The following is a list of regulatory plans and ordinances commonly used to implement the General Plan:

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

City Master Plans, Strategies, and Programs (MPSP)

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

- Parks and Recreation Master Plan
- Pedestrian Master Plan
- Bikeway Master Plan
- Intelligent Transportation Systems (ITS) Master Plan
- Arts and Culture Master Plan
- Historic District Zoning Ordinance and Design and Development Guidelines
- Historic Preservation Master Plan
- Water Master Plan
- Urban Water Management Plan
- Fire Service Delivery Plan
- Emergency Operations Plan
- Multi-Hazard Mitigation Plan



- Community Wildlife Preparedness Plan
- Sanitary Sewer Management Plan
- River District Master Plan

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

Financing and Budgeting (FB)

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

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

Planning Studies and Reports (PSR)

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