

The Community Advisory Committee for the Central Business District Plan held their final meeting on Monday, October 21<sup>st</sup>. 2024 and unanimously recommended approval of the **Central Business District Vision Plan** to the Planning Commission and City Council with the following revisions, which have been incorporated into the hearing draft plan. **Once approved by City Council, the consolidated Implementation: Recommended Strategies/Action Plan attached to the Central Business District Vision Plan will be updated to reflect final changes in the document for implementation purposes.**

Specific Recommended Changes to Draft Central Business District Vision Plan	
Document Section	Specific Recommendations for CAC Consideration
<b>Chapter 1 Introduction</b>	
Page 5 (Key Recommendations from the CAC)	<p>Incorporate the following edits into the existing list of Committee recommendations:</p> <ul style="list-style-type: none"> <li>• Support <b>conversion of</b> large parking areas for housing and to accommodate people for events. Consider farmers market in large parking areas.</li> <li>• <b>Allow</b> Retro Pylon signs, <b>and consider developing a sign graveyard park as a tourist attraction.</b> <del>Vision Plan can direct change to</del> <b>Consider changing</b> the zoning code to allow neon/retro signs <b>in the District</b> which may not be currently allowed in the City.</li> <li>• <del>Without a landscape plan, lighting isn't as impactful/meaningful.</del> <b>For distinct District lighting to be impactful, it must be part of a comprehensive landscape plan.</b></li> <li>• <del>East Bidwell Riley Street needs to be improved between the Middle School past Lembi Park for safety purposes.</del> <b>needs to be improved. can't get out of subdivision when school gets out.</b></li> <li>• Roundabouts should be two lanes, and East Bidwell needs to maintain throughput.</li> <li>• Under the Land Use header, add a new bullet to read: <b><u>“Provide a transition between future multifamily and existing residential uses.”</u></b></li> <li>• Under the Mobility header, add a new bullet to read: <b><u>“During construction of roadway and intersection improvements, small business accessibility should be taken into consideration.”</u></b></li> </ul>

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<b>Chapter 2 District Vision and Guiding Principles</b>	
Page 12 (Vision)	Revise the Vision Box language to read: <b>A unique and vibrant destination District that is economically sustainable with events, entertainment, art, and mix of uses including mobility enhancements to support safety, traffic flow, safety, and all modes of travel.</b>
<b>Chapter 3 District Revitalization and Economic Conditions</b>	
Page 24 (Transformative Ideas/Opportunities for Improvement)	Revise the language in the discussion of transformative ideas to clear up confusion about goals vs transformative ideas and refer to the fact that the related actions are also found in the land use and placemaking chapters.
Page 25 and Action Sections Throughout	Add descriptive headers/short sentences to each action item throughout Chapters 3 through 7 consistent with Chapter 5 (Mobility and Access).
Page 25 (Implementation Strategies/Recommended Actions)	Add a new Action 3.3.3 to read: <b>Encourage/Incentivize Strategic Transformation. Encourage acquisitions, land assembly, partnerships, incentives, and/or investments in improvements to public and private property in the District to enhance key assets/opportunities.</b>
	Add a new Action 3.3.4 to read: <b>Develop an Action Plan to ensure implementation of the Vision Plan. The Action Plan should identify measurable goals and milestones, establish annual review/monitoring and reporting by dedicated staff, and engage City Council in setting funding priorities as appropriate.</b>
<b>Chapter 4 Land Use Concepts and Design</b>	
Page 54 (Implementation Strategies/Recommended Actions)	<p>Revise Action 4.4.2 to focus on zoning related changes for outdoor dining and land uses as shown below. Remove parking area references as covered elsewhere.</p> <p>Consider establishing a District-wide overlay zone or special zoning standards applicable in the District for outdoor dining, events, and music with a streamlined permitting process for applicants with proposed activities in conformance with these standards. Once the overall standards are approved by the Planning Commission, then individual projects can be approved administratively. <b>Additionally</b>, consider one or more strategies for <b>zoning amendments to</b></p>

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	<del>allow</del> <del>hospitality/hotel</del> , encourage food hall, incubator restaurants, rooftop bars, beer gardens, <del>or</del> distilleries, <b>and hospitality/hotel uses in support of sports tourism. This could include a</b> beer garden on public park site with flexible outdoor space for temporary recreational amenities (corn hole, portable pickle ball, skate area etc.). <del>Support large parking areas for housing and to accommodate people for events. Consider</del> <b>and/or semi-permanent areas for event space</b> in large parking areas.
Page 55 (Implementation Strategies/Recommended Actions)	Revise Action 4.4.5 first sentence as follows: Partner with <del>the Visit Sacramento Sports Commission and contact</del> <b>Visit Folsom to work with</b> sports event organizers and sponsors to explore potential for partnerships with District businesses for post-game events.
	Revise Action 4.4.6 to focus on the landscape plan/guide and create a new separate item 4.4.9 regarding relocation of the Post Office to read <b>“The City should consider opportunities to redevelop the Post Office site and other prime opportunity sites centrally located in the District.”</b>
<b>Chapter 5 Mobility and Access</b>	
Pages 58 and 59 (Existing Conditions)	In Section 5.5.1, modify cross sections for East Bidwell, Glenn, and Wales cross section to show dimensions consistent with other roadways in that section.
Page 61 (Existing Conditions)	Revise Section 5.1.2 (Bicycle/Pedestrian Facilities) to add a new sentence to paragraph two to read; <b>“In addition to sidewalk gaps, the District includes additional barriers to pedestrian safety and comfort including long blocks, stretches of narrow sidewalks adjacent to heavy vehicle traffic with no barriers, and lack of shade and lighting.”</b>
Page 62 (Existing Conditions)	Revise Section 5.1.2 (Existing Bikeways) to add a new sentence to the first paragraph that reads: <b>“Existing conditions for bike facilities in the District (e.g., discontinuous segments, speed and volume of traffic on Riley and East Bidwell Street, sight distance, driveway curb cuts) are not conducive to a bicycle-friendly environment in the District.”</b>

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Page 65 (Transformative Ideas/Key Opportunities)	<p>Amend Figure 39 to show both Roundabout Feasibility Study intersections under current study (5 total) and the other logical CBD intersection locations that should be considered moving forward.</p> <p>Add the 5 additional “dots” for the intersections of Wales/East Bidwell, Wales/Riley, Orchard/East Bidwell, Orchard/Riley, and East Bidwell/Blue Ravine in a different color and add a legend that the existing green dots show <b>“Roundabout Feasibility Study Intersection”</b> and the other color dot represents <b>“Other Potential Roundabout Intersection”</b></p> <p>Revised the bottom paragraph on page 65 to read <b>“The above-noted (Figure 39) intersections within the District are logical areas for considering roundabout applications. Five of these locations are overlap intersections with the Feasibility Study, and the other five locations are logical to accomplish corridor-wide treatments and a more even distribution of this traffic control strategy throughout the District.”</b></p> <p>Move Figures 40-43 right after Page 65. Change the last sentence on Page 65 to read <b>“Figures 40-43 on the following pages feature graphics showing preliminary feasibility analysis findings at the Riley Street intersection with Glenn Drive.”</b></p>
Page 66 (Transformative Ideas/Key Opportunities)	<p>In Section 5.2 regarding Opportunities within Existing Rights-of-Way, modify the language about decision making authority in two paragraphs (second paragraph of Roadway Segments and first paragraph of “Through Route” Designation) to modify road segments and through route designation to read, “if supported by detailed traffic analysis, <del>and supported by the desires of the adjacent uses and owners’ desires,</del> <b>community outreach/engagement, and ultimately City Council direction,</b> consider.....”</p>
Page 74 (Examples/ Successful Case Studies)	<p>Replace the roundabout case study image on page 74 with the attached image from Kings Beach (State Route 28) with AADT about 14,000 (similar to Riley).</p>
Page 76 (Transformative Ideas/Key Opportunities)	<p>Modify Action 5.4.1 (Were feasible, utilize roundabouts in lieu of traffic signals for intersection traffic control) to add a new last sentence that reads: <b>“ Consider phasing roundabout improvements on the Riley Street corridor first before the East Bidwell Street corridor.”</b></p>

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Page 77 (Transformative Ideas/Key Opportunities)	Modify Action 5.4.4 to read <b><u>“The City should also pursue opportunities to close the gaps with capital projects and/or grant funding.”</u></b>
Page 78 (Transformative Ideas/Key Opportunities)	Remove Action 5.4.12 as repetitive.
Page 78 (Transformative Ideas/Key Opportunities)	Add new/replacement Action 5.4.12 to read: <b><u>“Improve access to Lembi Park/connectivity to the District. The City should consider additional opportunities to improve access and connectivity between Lembi Park and the rest of the District. As part of District traffic analysis, capital improvement projects qualification, or grant opportunities, evaluate the frontages along Lembi Park to on Riley and Glenn to establish additional controlled crossings for bicycles and pedestrians.”</u></b>