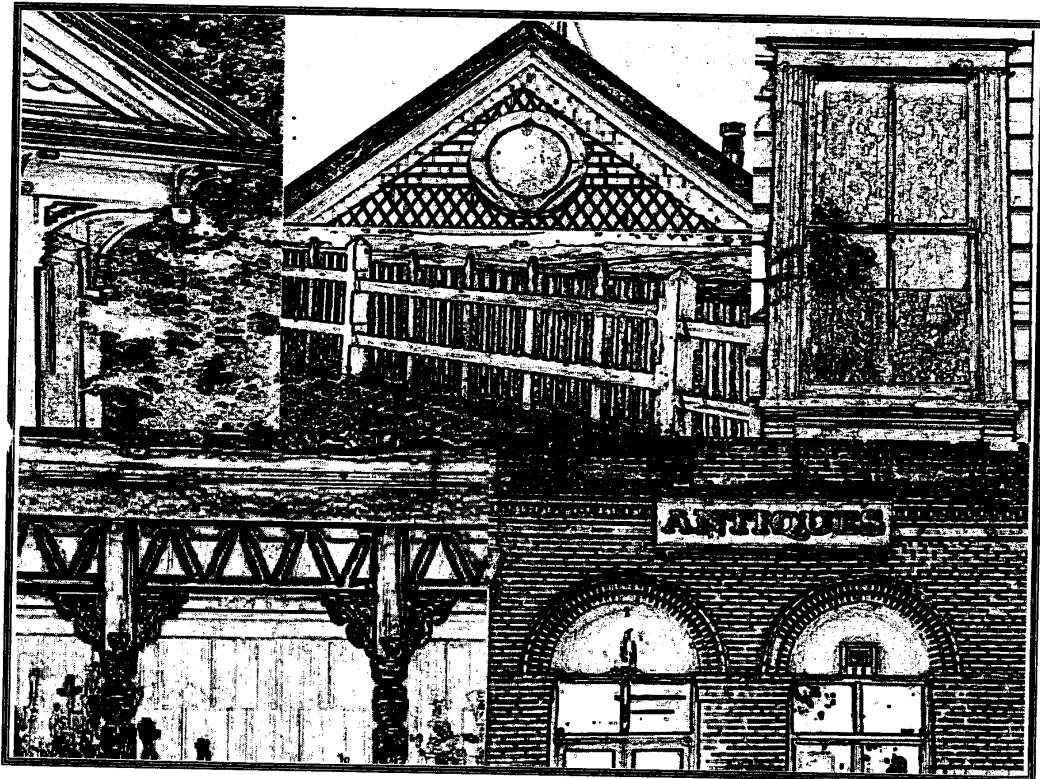
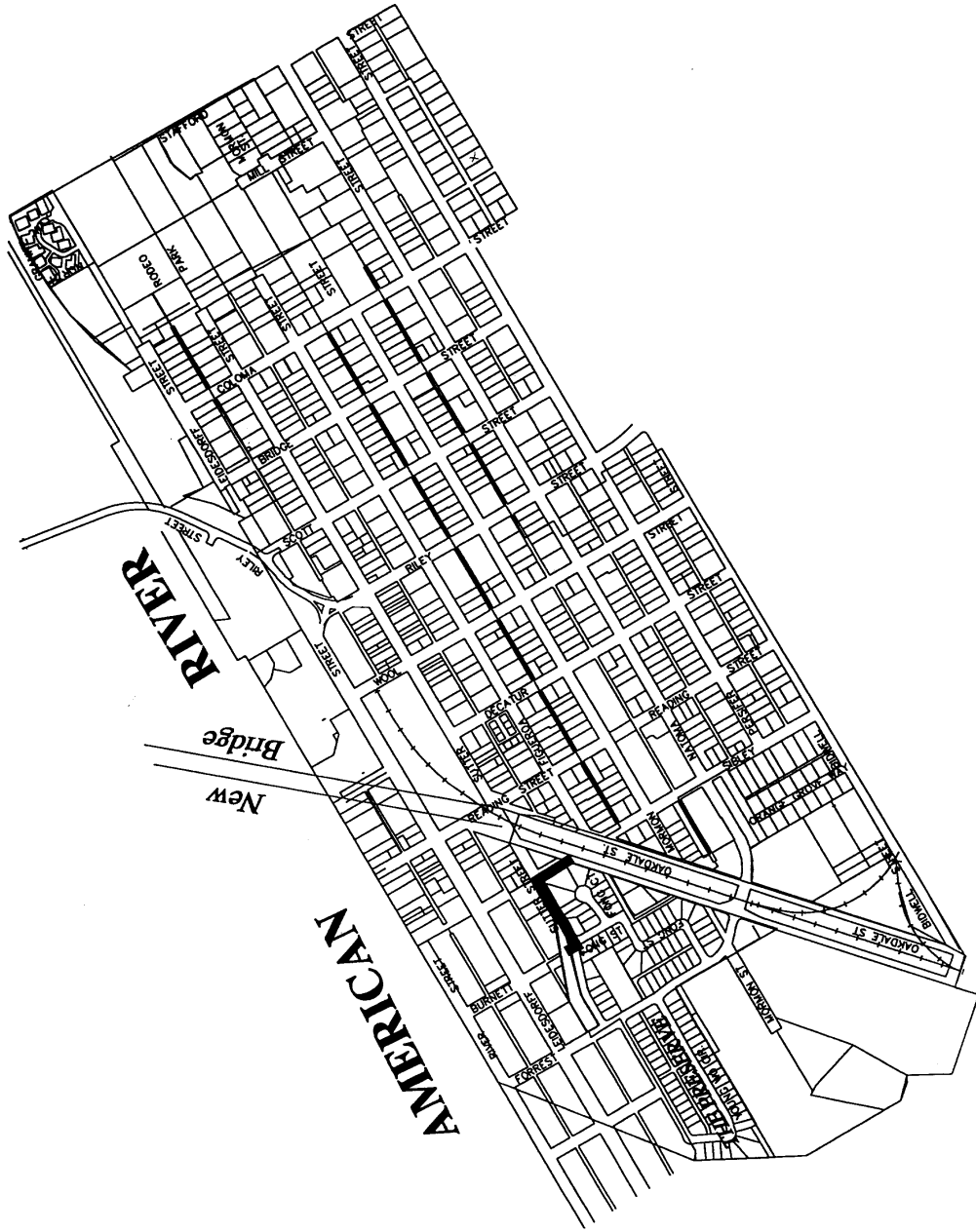


# THE CITY OF FOLSOM

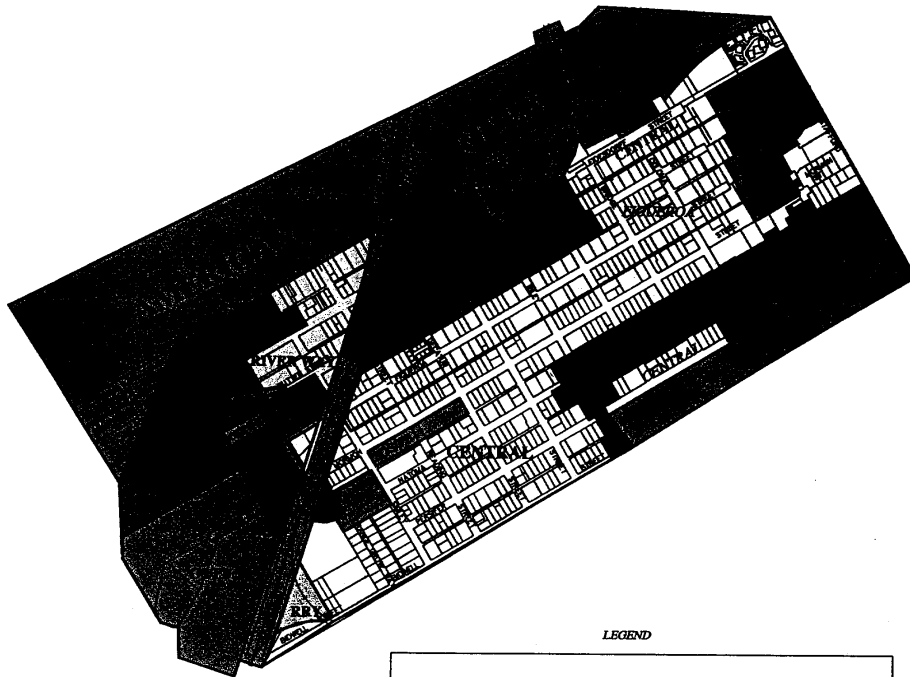


## HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES











October 1, 1998







LEGEND

HISTORIC RESIDENTIAL PRIMARY AREA	
	Persifer-Dean Subarea
	Central Subarea
	Figueras Subarea
	The Preserve Subarea
HISTORIC COMMERCIAL PRIMARY AREA	
	Sutter Street Subarea
	River Way Subarea
	Resort Subarea
	Railroad Wye Subarea (RRY)
	NATOMA-RILEY-BIDWELL COMMERCIAL PRIMARY AREA (NRB)
	OPEN SPACE/PUBLIC PRIMARY AREA (OS/PB)

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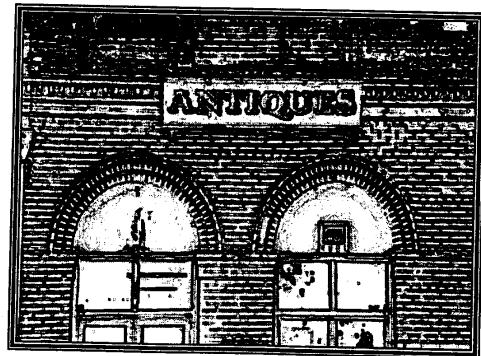
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# CHAPTER 1

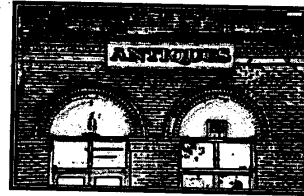
## INTRODUCTION



# Chapter 1 Introduction

## 1.01 INTENT

Folsom is a modern, expanding City which welcomes state-of-the-art development. But Folsom is mindful of its origins and wants to preserve the small-town character that drew many residents and business owners to become a part of the community. Therefore the 1988 General Plan directed preparation of a Specific Plan, to provide special standards for the area where Folsom began, the original boundaries mapped by Theodore Judah in 1855.



In 1991, the City Council authorized preparation of a Specific Plan by Resolution No. 3435 of the City Council. City staff and the Historic Folsom Residents Association convened a process which incorporated the needs and desires of all people involved in the historic area into a program to preserve and enhance the rich heritage represented in the 98-block Judah map area. The result was a citizens committee which met twice a month for four years to create a draft Historic District Specific Plan. Adoption of a Specific Plan required the re-zoning of properties within the historic area of Folsom. In lieu of this re-zone, the City Council elected to adopt Historic District Design and Development Guidelines (hereafter the "Design and Development Guidelines") in conjunction with amendments to Chapter 17.52 of the Folsom Municipal Code (hereafter "Chapter 17.52").

By adopting the Design and Development Guidelines, the City Council intends to provide a comprehensive policy manual to assist with the implementation of the regulations contained in Chapter 17.52 of the Folsom Municipal Code. The goals, policies, and programs which have guided the preparation of this document and which are to be used in implementing Chapter 17.52 are enumerated in detail in Section 2.01 of this document. In addition to providing design review standards, the City Council intends to set forth in this document criteria that will guide further development within the Historic District. These Design and Development Guidelines provide policy direction concerning private and public development within the Historic District, as well as policy direction concerning public infrastructure and circulation improvements. Finally, to assist with implementation of the goals stated herein, these Design and Development Guidelines discuss public and private financing options.

Because of the variation in standards under which development has occurred since 1855, the citizens committee found that it would not be possible to adopt typical zoning code provisions. Each time a standard was considered to solve a conformity problem in one situation, it created a conformity problem in another. Therefore, the conclusion was to provide a set of flexible standards; empanel a

**The intent is to return to the property owner as much of the early day freedom of choice in use and design as possible, while maintaining compatibility with surrounding properties and the City as a whole.**



Commission to interpret those standards, with members drawn from the community and relevant professions; and provide extensive guidance in the proper interpretation of the standards, in order to prevent arbitrary decisions and maintain continuity as membership changes over the years. The intent is to return to the property owner as much of the early day freedom of choice in use and design as possible, while maintaining compatibility with surrounding properties and the City as a whole.

**The concept of preserving 100 years in the life Folsom, with deference to the practical needs of current users, guided the development of all tenets of these Design and Development Guidelines.**

With the establishment of the first Historical District in 1964, Folsom proclaimed its desire to maintain the City's heritage as an integral part of modern life. The first Historical District was a commercial zone, dedicated to preserving the Sutter Street area as a history-centered specialty shopping area, reflective of the City's frontier origins and attractive to residents and tourists alike. Building on that success, Chapter 17.52 and the Design and Development Guidelines expand the original concept to encompass not only the City's frontier heritage but also its first hundred years and the years before there was a City. Through amendments to Chapter 17.52, the boundaries of the Historic District are expanded to encompass residential as well as commercial areas.

The concept of preserving 100 years in the life of Folsom, with deference to the practical needs of current users, guided the development of all tenets of Chapter 17.52 and the Design and Development Guidelines.

Folsom's unique history is set forth in detail in Appendix A, and the Design and Development Guidelines encourage showcasing that history through preservation, interpretation, and re-creation. But Historic Folsom is also a representative example of the development of many small towns across the American West, and this legacy is likewise worthy of preservation, interpretation, and re-creation. While modern developments consist of carefully integrated architecture, materials, and site plans, protected by Design and Development Guidelines and CC&R's against discordant future construction, traditional development was more varied and occurred on a lot-by-lot basis. In conjunction with the regulations imposed by Chapter 17.52 of the Folsom Municipal Code, the Design and Development Guidelines limit future construction in Historic Folsom to the architectural styles extant in California from 1850 to 1950, a limitation intended to encourage the diversity which is the charm of old Folsom while preventing construction of modern buildings which would be discordant. While there are only a few structures within Historic Folsom which are individual architectural stand-outs, the homes and buildings, when taken together, evoke the feeling of life in small-town America, an aspect often ignored by history books and preservation efforts. By the adoption of Chapter 17.52 and these Design and Development Guidelines, the City Council seeks to preserve that image.

As with most small towns, Folsom originally was surrounded by fields and natural landscapes. Recalling that aspect, the adjacent state park lands provide opportunities for people to walk or ride bicycles "out of town" for old-fashioned and modern recreation. Open space, parks, and trees "in town" are also essential to the small-town character.

It is the desire of the City of Folsom that the Design and Development Guidelines provide a framework of standards which assures all property owners that investment of their energy and resources into authentic styles of new construction and remodeling will be rewarded. Besides personal satisfaction, such rewards can take the form of protected property values (the same effect achieved by CC&R's in modern developments) and the commitment of City resources, specifically staffing a data base and implementation of the programs described herein

## 1.02 HOW TO USE THE DESIGN AND DEVELOPMENT GUIDELINES

The Design and Development Guidelines provide guidance for implementation of the regulations imposed by Chapter 17.52 of the Folsom Municipal Code which are applicable within the original 1855 boundaries of Folsom. The concept is to maintain a traditional small town at the heart of a modern, developing small city. The Design and Development Guidelines detail conditions existing at the time of adoption and then provide standards and procedures to maintain and re-create the 1850-1950 styles and patterns of development of both private and public projects. A Master Environmental Impact Report was prepared for the project, which will reduce the environmental review burden for future projects within the area.

The Design and Development Guidelines are divided into six major chapters.

- \* Chapter 1 serves as a general introduction to the Design and Development Guidelines, outlining its setting and origins.
- \* Chapter 2 discusses the Goals and Policies upon which the Design and Development Guidelines are based.
- \* Chapter 3, Development Plan Concepts, sets forth the planning concepts applicable to the Historic District. It also explains the implementation of the division of the Historic District area into four Primary Areas: Historic Commercial, Natoma-Riley-Bidwell Commercial, Historic Residential and Open Space/Public. Some Primary Areas are further divided into Subareas.
- \* Chapter 4, Property Development Policies, Districtwide,
- \* and Chapter 5, Property Development Policies by Primary Area, will probably be the ones most often consulted, since they provide detailed project guidance for the entire Historic District and for specific areas within the Historic District.
- \* Finally, Chapter 6, Implementation of the FMC 17.52 and Design and Development Guidelines, discusses how the FMC 17.52 and Design and

Development Guidelines will be implemented, including possible financing mechanisms and permitting procedures.

### 1.03 CEQA COMPLIANCE

The City conducted environmental review of a proposed Historic District Specific Plan. Due to the nature and complexity of the Plan and the projects which will follow under it, a Master Environmental

Impact Report (MEIR) was prepared. The City Council ultimately elected to implement zoning changes to Chapter 17.52 of the Folsom Municipal Code and design standards through the adoption of these Design and Development Guidelines. Many of the provisions of the proposed Historic District Specific Plan and the amendments to Chapter 17.52 are contained within these guidelines. Accordingly, the City Council relied upon the MEIR for evaluation and consideration of environmental impacts.

Only recently has state law made provisions for the preparation of an MEIR. CEQA now permits, under certain circumstances, an assessment of broad, program-level impacts, as well as project-specific impacts, in the same document. The intent is to allow the creation of an environmental impact analysis and mitigation foundation in an MEIR for a broad planning project which will then enable significantly reduced CEQA documentation for future projects built according to Chapter 17.52 and the Design and Development Guidelines.

## CHAPTER 2

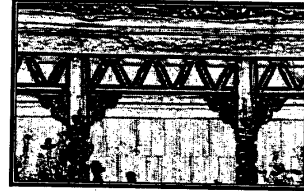
# GOALS AND POLICIES



## Chapter 2 Goals and Policies

### 2.01 GOALS AND POLICIES OF THE DESIGN AND DEVELOPMENT GUIDELINES

In conjunction with Chapter 17.52 of the Folsom Municipal Code, the Design and Development Guidelines provide the primary policies for all properties located in Historic Folsom, as shown on Figure 2-1.

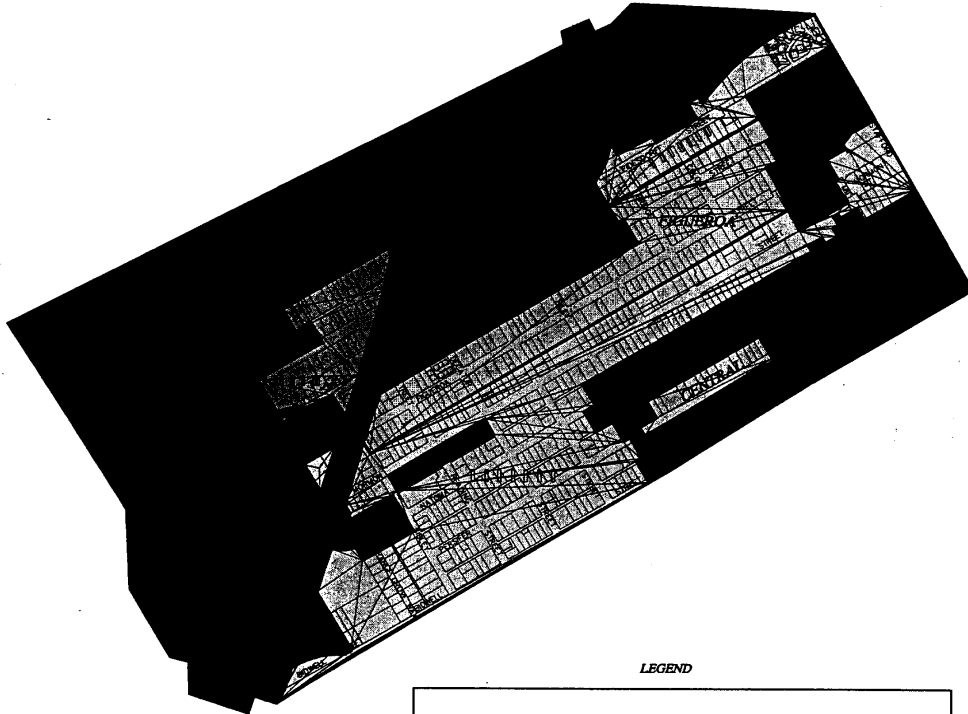


Land use designations on the Folsom General Plan Land Use Map, Figure 2-1, guide placement of the different types of development. There are four land-use designations within the Historic District boundaries: CA, Specialty Commercial; CC, Community Commercial; SFHD, Single-Family High-Density Residential/Mobilehome Park; and OS, Open Space. The Design and Development Guidelines provide greater definition and detail regarding use of land by creating property development policies.

Chapter 17.52 of the Folsom Municipal Code delineates the four districts and related Sub-areas within the Historic District. The boundaries of the Primary Area and Sub-areas are illustrated in Figure 2-1. The policies for each area are found in Chapters 4 and 5 of these Design and Development Guidelines. Further restrictions concerning use and development of properties within the Historic District are found in Chapter 17.52 of the Folsom Municipal Code.

By adopting the Design and Development Guidelines, the City Council intends to provide guidance for the implementation of Chapter 17.52 of the Folsom Municipal Code. The City Council has adopted goals and policies in the Design and Development Guidelines, and intends that each goal and policy enumerated herein will be applied by the Director of Planning, Inspections and Permitting and the Historic District Commission and any other official or staff member considering a development application for property within the Historic District.

FIGURE 2-1

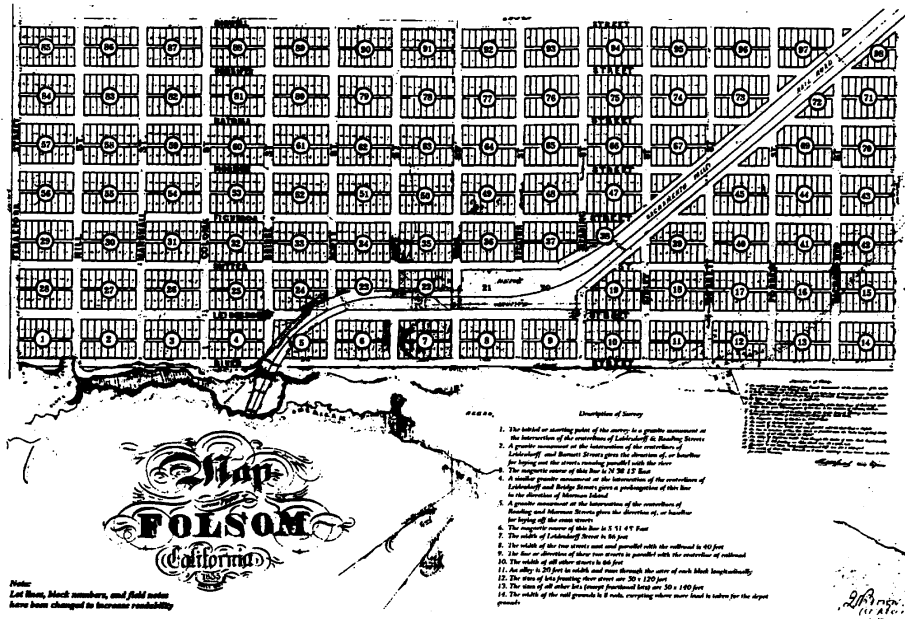


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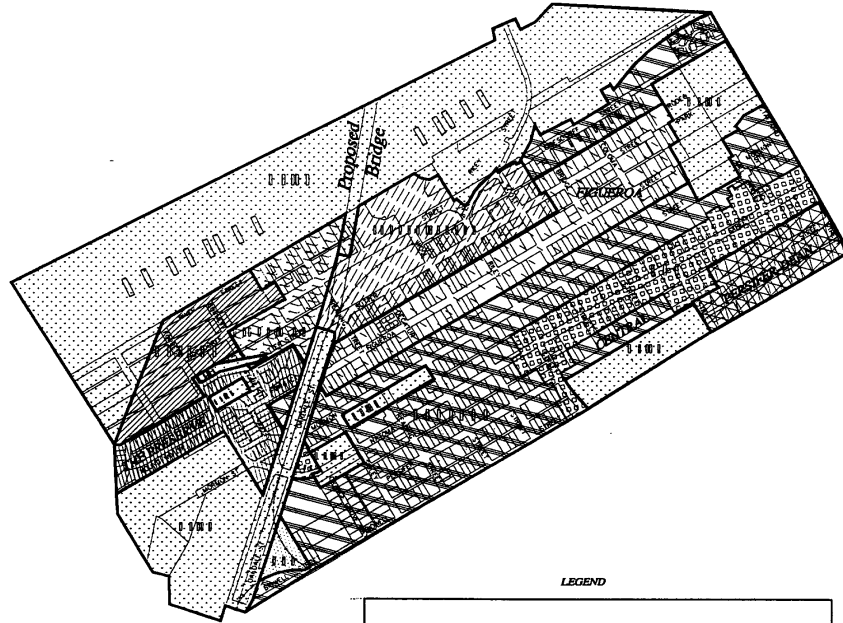
HISTORIC RESIDENTIAL PRIMARY AREA			
	<i>Persifer-Dean Subarea</i>		<i>Figueroa Subarea</i>
	<i>Central Subarea</i>		<i>The Preserve Subarea</i>
HISTORIC COMMERCIAL PRIMARY AREA			
	<i>Sutter Street Subarea</i>		<i>Resort Subarea</i>
	<i>River Way Subarea</i>		<i>Railroad Wye Subarea (RRY)</i>
	<i>NATOMA-RILEY-BIDWELL COMMERCIAL PRIMARY AREA (NRB)</i>		
	<i>OPEN SPACE/PUBLIC PRIMARY AREA (OS/PB)</i>		

~City of Folsom Historic District Specific Plan~











FIGURE 2-2



~CITY OF FOLSOM HISTORIC DISTRICT SPECIFIC PLAN~



LEGEND

HISTORIC RESIDENTIAL PRIMARY AREA	
	Perrille-Dean Subarea
	Central Subarea
	Figueroa Subarea
	The Preserve Subarea
HISTORIC COMMERCIAL PRIMARY AREA	
	Sutter Street Subarea
	River Way Subarea
	Resort Subarea
	Railroad Wye Subarea (RRY)
	NATOMA-RILEY-BIDWELL COMMERCIAL PRIMARY AREA (NRB)
	OPEN SPACE/PUBLIC PRIMARY AREA (OS/PB)



**GOAL 1: Community Identity: To preserve and enhance the historic, small-town atmosphere of the 98-block Historic District area.**

**Policy 1.1:** External design features, both public and private, shall be consistent with design of the time period from 1850-1950.

**Policy 1.2:** New construction, rehabilitation, and remodeling or other modification of structures shall be designed to be consistent with the architectural styles used during the development of Historic Folsom between 1850 and 1950. Design criteria established for the various locations within historic Folsom shall reflect the growth of the town from its earliest pre-1900 architectural styles in and around Sutter and Figueroa Streets to the later post-1900 styles used in the blocks near the eastern borders of the Historic District. Changes to an existing structure must either conform with the specific design criteria for the location of the structure or the original architectural style of the building. Exceptions may be made in the interest of furthering the goals of the Historic District.

**Policy 1.3:** Street trees shall be planted throughout the Historic District, with emphasis placed on creating a shade canopy along streets.

**Policy 1.4:** Since the Historic District plays a central role in determining the character of the City of Folsom, every project within the Historic District, at every stage of approval and construction, should be marked by an attention to quality which will serve as a benchmark to the rest of the community.

**Policy 1.5:** The City encourages special events in the Historic District which are consistent with the spirit of Chapter 17.52 of the Folsom Municipal Code and the Design and Development Guidelines, particularly those which are unique to Folsom.

**Policy 1.6:** Natural and improved open space within the Historic District shall be preserved and enhanced in cooperation with other agencies and organizations.

**Policy 1.7:** Entrances to the Historic District shall provide a demarcation between the character of the historic area and the surrounding uses.

**Policy 1.8:** Elements of continuity between residential and commercial uses shall be encouraged within the Historic District.

**Policy 1.9:** Where feasible, existing powerlines shall be undergrounded.

**Policy 1.10:** Historic sites shall be identified for the public.

**Policy 1.11:** Promotion of the arts is encouraged, particularly those which recapture the 1850-1950 era. Activities related to other eras may be appropriate if they are compatible with the historic atmosphere of the Historic District.

**Policy 1.12:** Existing homes and commercial buildings should be conserved in order to retain historic values as well as affordability.

**GOAL 2: Preservation of Historic Sites:** To maintain, restore, and reconstruct sites which represent the history of the Folsom area.

**Policy 2.1:** Locally significant historic structures and sites shall be identified and documented as soon as possible in order to facilitate their preservation or restoration.

**Policy 2.2:** The City shall encourage National Register nomination of historic buildings, as well as other historical designations by state or local agencies.

**Policy 2.3:** In evaluating proposed projects within the Historic District, first preference shall be given to authentic restoration of existing historical buildings and sites, with next preference given to aesthetic re-creations of historical buildings and sites. Any remodeling proposal is to be consistent with the building's original or existing style or with an approved transition plan.

**Policy 2.4:** Maintenance programs are to be an integral part of project approvals.

**Policy 2.5:** Historic continuity between structures and streetscapes is desired.

**Policy 2.6:** Projects that portray Folsom's historic importance are encouraged. Facets of Folsom's history which should be portrayed and interpreted within the Historic District include, but are not limited to:

- \* Railroading
- \* Maidu encampment
- \* Chinese settlement
- \* Negro Bar mining
- \* Dredging
- \* Mine tunnels
- \* Pony Express
- \* Water delivery
- \* Power house and related structures
- \* Folsom Prison
- \* Rainbow Bridge

**GOAL 3: Economic Development:** To encourage an active business climate which promotes development of a diverse range of businesses compatible with the 1850-1950 time frame of the Historic District.

**Policy 3.1:** Businesses which could have been present from 1850-1950 shall be encouraged, particularly if they are designed and managed in accordance with the styles of that era. Businesses which promote tourism are also encouraged, such as antique and gift shops, galleries, restaurants, and inns. Businesses which could not have been present in that era may be permitted if they are compatible with and will not detract from the historical character of the Historic District.

**Policy 3.2:** Heavy industrial development is not permitted in the Historic District, but it may be appropriate to allow small, low-impact facilities consistent with the 1850-1950 era and with the other goals and standards of the Design and Development Guidelines, such as a blacksmith or furniture craftsman. Such uses must be compatible with surrounding uses.

**Policy 3.3:** The City shall cooperate with the Chamber of Commerce, merchants associations, and other organizations to foster business development and tourism.

**GOAL 4: Circulation:** To facilitate movement of vehicles, transit systems, pedestrians, and bicycles through the historic district in such a way as to provide adequate access for local and through traffic without excessive traffic impacts on the character of the Historic district area and to facilitate adequate parking.

**Policy 4.1:** Heavy flows of commute traffic should be directed to the fringes of the Historic District rather than bisecting it.

**Policy 4.2:** Construction of streets wider than two lanes should be avoided, in favor of maintaining the two-lane grid system laid out by Theodore Judah, with modifications essential to traffic flow and safety. One-way streets may be considered.

**Policy 4.3:** Circulation and project designs shall allow for future development of transit routes and facilities, including a potential multi-use terminal.

**Policy 4.4:** Pedestrian and bicycle circulation shall be encouraged through construction and improvement of pathways and safety features. Such paths shall connect to existing and future routes to serve both tourist and commute needs.

**Policy 4.5:** Innovative circulation solutions may be considered if the character of the Historic District is maintained.

**Policy 4.6:** Adequate public parking shall be provided in proximity to commercial uses, including provision for tour buses. Such parking shall be designed and constructed to blend with historic structures or shall be screened.

**Policy 4.7:** Transportation System Management measures shall be included in all developments within the Historic District.

**GOAL 5: Residential Quality of Life:** To retain the diverse, historic small-town atmosphere of the residential areas within the Historic District.

**Policy 5.1:** In the interest of diversity, vitality, and historic tradition, residential use may be approved as a secondary use within a commercial structure, subject to a site-specific finding of compatibility with surrounding uses.

**Policy 5.2:** While the majority of dwelling units in the Historic District are detached single-family homes, small apartment complexes and small second units on single-family lots may also be appropriate. The size and design must be consistent with the historic nature of the Historic District and compatible with surrounding uses.

**Policy 5.3:** The residential areas should be protected from the impact of the commercial areas to the extent feasible. Special events such as craft fairs may cause unavoidable temporary noise, parking, or similar impacts.

**Policy 5.4:** Light commercial uses such as home occupations and bed-and-breakfast inns may be approved in residential areas. Such approvals must contain a finding that the use will not detract significantly from the residential character of the neighborhood.

**Policy 5.5:** Approval of any residential remodeling, restoration, or new construction should take into consideration its effect on the residential quality of life within the project itself and on the adjacent sites and neighborhood.

**GOAL 6: New Development:** To ensure that new residential and commercial development is consistent with and enhances the historical character of the historic district.

**Policy 6.1:** New development shall conform to architectural and infrastructure standards of Chapter 17.52 of the Folsom Municipal Code and these Design and Development Guidelines.

**Policy 6.2:** New development is particularly encouraged for infill lots in the commercial area along Sutter Street, in order to enhance commercial viability of the area.

**Policy 6.3:** Demolition of existing structures located in the Historic District shall require approval of the Historic District Commission, which shall consider 1) whether the public health, safety and/or welfare warrant the demolition; 2) what accommodation can be provided to the owner of the property to make it feasible to preserve the property or structure; 3) whether the owner of the property is willing to sell the property or structure to a buyer who wishes to preserve it; and 4) whether a public entity wishes to acquire the property or structure in order to preserve it.

**Policy 6.4:** Since traffic congestion detracts from the historical ambience of the Historic District, any proposed new development must demonstrate its ability to mitigate its traffic and parking impacts.

**GOAL 7: Public Education: To increase Folsom residents' and visitors' awareness, understanding, and appreciation of the history of the City and its regional context.**

**Policy 7.1:** A voluntary program for placing identification and interpretive markers on historic buildings and sites shall be instituted.

**Policy 7.2:** A program for publicizing special events in the Historic District shall be considered. Groups sponsoring events should be encouraged to include historical information in promotional materials.

**Policy 7.3:** The City shall continue its policy of cooperation with the Folsom Historical Society which operates the Folsom History Museum as an archive for the preservation and display of the City's history.

**Policy 7.4:** The City encourages communication and cooperation among all organizations with interest in the Historic District, such as the Historic Folsom Residents Association, Friends of the Folsom Powerhouse Association, Folsom Historical Society, Sutter Street Merchants Association, and City Commissions.

**GOAL 8: Open Space: To preserve and enhance natural and improved open space.**

**Policy 8.1:** The City shall continue its policy of cooperation with the State Department of Parks and Recreation and other entities owning or managing open space within the Plan area.

**Policy 8.2:** To the extent feasible, new construction and remodeling visible from Lake Natoma shall be designed to blend with rather than stand out from the surrounding cityscape.

**Policy 8.3:** Native and drought-tolerant species should predominate in natural and improved open space plantings.

**Policy 8.4:** Public access to natural and improved open space is encouraged, subject to good environmental practices.

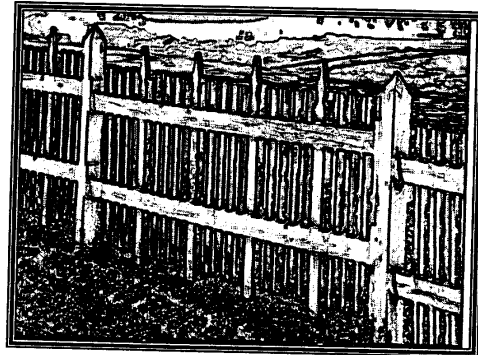
**Policy 8.5:** Construction work within and adjacent to open space areas shall be managed to minimize impacts on the open space.

**Policy 8.6:** Approval of development in proximity to natural and improved open space shall be sensitive to the aesthetic and environmental effects on the open space.

**Policy 8.7:** Specimen historic plantings should be preserved and re-created.

# CHAPTER 3

## DEVELOPMENT PLAN CONCEPT



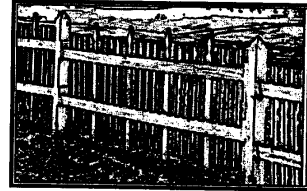


## Chapter 3 Development Plan Concept

### 3.01 LAND USE

#### 3.01.01 Land Use Concepts

Land use within the Historic District is governed by the land use map and text of the General Plan. The goals and policies stated in Chapter 2 of these Design and Development Guidelines provide the next level of guidance for preparing and approving project plans within the Historic District. This Land Use section expands on those concepts, assisting property owners in conceiving projects that can readily be approved, both for new construction and for remodeling.



Most parcels in the Historic District have already been developed, but there are opportunities on the remaining vacant land, and in remodeling existing structures, to enhance and re-create the first hundred years of the City of Folsom. These opportunities exist on both public and private properties. In preparing these Design and Development Guidelines, the City developed conceptual plans for City-owned property but avoided specifying uses for individual private properties. Instead, by articulating the types of development which would positively contribute toward achieving District goals, the City empowers property owners to creatively propose projects which will translate the vision of the Historic District into reality.

This document concerns itself with the historical accuracy and aesthetics of building exteriors, not interiors. The conscious decision was to keep regulation to the minimum amount necessary to preserve Folsom's heritage and provide the maximum in guidance and assistance. The primary concern is maintaining the historical character which is visible to the public, the exteriors. Historic authenticity of a building's interior is actively encouraged, especially in buildings visited by the public, but it is not required.

Generally, in proposing land uses in the Historic District, property owners should be guided first by the actual history of the City and second by history that "could have" occurred here. In other words, first preference should be given to aesthetic restoration or re-creation of buildings and uses which actually existed in Folsom

**It should be emphasized that there is no intent to set timelines for full realization of the goals of the Specific Plan. Rather, it is the property owners who will determine when change occurs, in conjunction with proposed projects. The City's role is to guide those changes and support the goals with programs and funding.**

~HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES~

between 1850 and 1950 such as railroad buildings. An original building being restored to its original appearance and use would be approved in nearly all cases. Second preference is given to construction types and uses which occurred in comparable small western towns of the 1850-1950 era, especially those located in similar mining towns of the Sierra.

The City encourages projects which bring Folsom's history into public knowledge through architecture, art, interpretive markers, or other means. Projects which illumine aspects of Folsom's history which are today under-represented in the District are especially encouraged. Inspiration for projects can be found in Appendix A, which summarizes Folsom's history. Additional historical information is available through various sources, notably the Folsom History Museum on Sutter Street and the data base maintained in the Planning, Inspections, and Permitting Department at City Hall.

Appendix A indicates the diversity of Folsom's past. Diversity is also key to the present and future success of the Historic District and is encouraged in all development, within the bounds of good design.

The topics of style, materials, and aesthetics are covered in detail in the policies and Design and Development Guidelines stated herein and contained as Appendix D, Design Criteria, to this document.

In general, the preferred styles and materials are those in use between 1850 and 1950. However, the existing style of a building can always be continued, and reproduction materials, whose quality is continually being improved by manufacturers, can often be successfully substituted.

It is also useful to discuss what is not appropriate in the Historic District. It is simple to say that anything created after 1950 is inappropriate, but the reality is more complex. The Historic District is a living community, not a museum, and it is inhabited by modern people with busy lives who appreciate modern conveniences. Therefore, the goal is not to replicate Folsom as it existed on December 31, 1949 but to honor its history in tangible forms, using a mixture of old and new means. Distinctively modern or "big city" features are not appropriate unless they can be concealed from public view. Thus an air conditioner, which can be screened from view, is allowed, but a high-rise is not permissible. As another example, a store retailing modern appliances is allowable if the exterior views of the store are historically appropriate.

While historic authenticity is to be a guiding force for all proposed projects, it is not absolute. Just as individuals recall the "good" in the "good old days" with great fondness, so Folsom would like to display its history. There is no compelling reason to re-create a poorly designed structure or an offensive use simply because it actually existed in the past. It is enough to provide interpretive materials which acknowledge the past without repeating its errors. Therefore, the Historic District Commission has discretion in its approval process to address a project's aesthetic as well as historical value. (See Chapter 6 of these Design and Development Guidelines and Folsom

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Municipal Code 17.52 for a description of the Historic District Commission's roles and responsibilities.)

### 3.01.02 Land Uses in the Historic District

The General Plan Land Use Map divides the Historic District into four land-use designations: CA, Specialty Commercial; CC, Community Commercial; SFHD, Single-Family High-Density/Mobilehome Park; and OS, Open Space. The four districts within the Historic District as established by Section 17.52 of the Folsom Municipal Code follow the land-use designation boundaries and further divide some areas into Subareas for which specialized development plans and policies have been developed. The policies are contained in Chapters 4 and 5 of these Design and Development Guidelines, and development plans are set forth below, including proposed City projects.

#### *3.01.02 (a) Historic Commercial Primary Area*

The Historic Commercial Primary Area (Figure 2-1) follows the boundaries of the CA, Specialty Commercial, land-use designation and is further divided into four Subareas: the Sutter Street Subarea, the River Way Subarea, the Railroad Wye Subarea and the Resort Subarea.

##### 3.01.02 (a) (1) Sutter Street Subarea of the Historic Commercial Primary Area

The Sutter Street Subarea encompasses Folsom's original central business district, the area first zoned for historic preservation. A wide range of business uses is encouraged in this area. Retail shops and restaurants have predominated in recent history, and it is hoped that a more "complete" downtown can be achieved, one which is attractive to specialty shoppers and tourists but which also fills needs for services such as banking, venues for performing arts, upstairs residential units, and other businesses that one might find in a small town center.

This area contains a variety of building designs. Most of the older structures were constructed after the fires of the 1800s, the last being in 1886. A number of the commercial buildings on Sutter Street were built in the 1900-1920 era, representing styles that existed prior to 1900. The design concept for the area is to (1) retain all existing pre-1900 designs, (2) require all new structures to be of a pre-1900 design, and (3) retain the several unique post-1900 buildings that provide variety. Buildings recently constructed in the district have tended away from authentic historical design; the intent of these Design and Development Guidelines is to reverse that trend in favor of greater historical accuracy. The Folsom Library and the database maintained in the Planning, Inspections, and Permitting Department provide assistance to property owners in achieving authentic design.

On Sutter Street, the "Main Street" of historic Folsom, construction of buildings on infill lots is encouraged, both for historic authenticity and for the benefit to shoppers and merchants of an uninterrupted length of shops to explore. Shopping in Folsom should be recreational, providing an opportunity to enjoy a visit to the past, as well as purchase-oriented.

The Lakes shopping center and Lake Natoma Inn on Leidesdorff Street were constructed under the principle of historic compatibility rather than historic authenticity of design. Large-scale remodelings in the future should move the structures toward greater historic authenticity.

#### 3.01.02 (a) (2) River Way Subarea of the Historic Commercial Primary Area

Studios, sales space and/or residences of artists and craftspeople are the preferred land uses for this area. The intent is to invite artists to combine their living and working space in one location, allowing for creation of non-traditional space that facilitates artistic production. Artists are encouraged to open their working area to public view, especially to pedestrians traveling between the Sutter Street Subarea and the resort-conference center anticipated to be developed on the adjacent corporation yard property.

Display of the River Way Subarea's rich history is encouraged, through the art itself or through design of structures or interpretive displays. While all types of art are encouraged, styles and media typical of the 1850-1950 era are especially appropriate. While requests to deviate from historic authenticity in structural design may be more readily approved in this area, due to the unique combination of uses, artistic needs, and proximity to a newer subdivision, the City urges creative use of historical forms of the 1850-1950 era, in meeting artists' needs for space.

As of the adoption of these Guidelines, this proposed artist colony does not exist. While evolution toward the new usage is to be encouraged, there is no intent to force any changes upon any existing residences, businesses or property owners. Existing uses may remain through transfers of ownership.

#### 3.01.02 (a) (3) Railroad Wye Subarea of the Historic Commercial Primary Area

This triangular property is bounded by railroad tracks, which pose a unique set of opportunities and constraints. All uses proposed for this property need to be reviewed by the Historic District Commission. In general, transportation-centered commercial and light industrial uses are appropriate.

#### 3.01.02 (a) (4) Resort Subarea of the Historic Commercial Primary Area

This Subarea consists of the City-owned corporation yard property. Anticipated development of the property, when a different site is secured for the yard activities, is as a resort-conference center, with a theme reflecting Folsom's history, especially the Negro Bar townsite. The concept includes a main structure and surrounding small structures although a public planning process to design the actual development may result in changes. Negotiations with the state may allow for joint use of adjacent state park land for river access, an amphitheater, or other uses compatible with state and City purposes.

#### *3.01.02 (b) Natoma-Riley-Bidwell Commercial Primary Area*

The Natoma-Riley-Bidwell Commercial Primary Area follows the boundaries of the CC, Community Commercial, District. It also includes an area designated CA, Specialty Commercial, at the intersection of Natoma and Oakdale Streets.

At the time of adoption of these Design and Development Guidelines and the relevant amendments to Chapter 17.52 of the Folsom Municipal Code, this area included a mix of retail and office buildings, single-family residences, and apartments. The commercial uses were concentrated at the corners of Riley/Natoma, Coloma/Natoma, and Riley/Bidwell. Some commercial uses were located in converted homes. The apartments were located on Natoma Street near Stafford Street and on Bidwell Street at Wool Street.

The design concept for this area is to create a commercial street corridor that has a residential appearance. An existing residence may convert to a permitted commercial use but must retain the appearance of a residence. As commercial buildings are built or substantially remodeled, they must utilize a pre-1950 single-family residential architectural style. Developments at the intersections of Riley/Natoma, Coloma/Natoma, and Riley/Bidwell are not restricted to single-family residential design but may reflect other types of historic design such as boardinghouses or inns. Parking should be placed in the rear, with substantial landscaping in the front yard. Uses which generate smaller amounts of traffic are preferred. Single-family, multifamily, and accessory residential uses are permitted.

### *3.01.02 (c) Historic Residential Primary Area*

This Primary Area is divided into four Subareas: Figueroa Subarea, Central Subarea, Persifer-Dean Subarea, and The Preserve Subarea.

#### 3.01.02 (c) (1) Figueroa Subarea of the Historic Commercial Primary Area

This Subarea includes all parcels on both sides of the entire length of Figueroa Street (between the two alleys on either side of Figueroa) plus parcels on both sides of Sutter Street (between the two alleys on either side of Sutter) from the commercial district boundary to City park property. The oldest homes in Folsom are concentrated in this area, and the goal is, over time, to increase the conformity of this area to pre-1910 styles. Owners who plan major remodeling are encouraged to develop plans which will return homes to their original appearance and reduce the visibility of automobiles. Walking tours of this area will add to a visitor's understanding and appreciation of life in early Folsom.

Besides single-family detached homes, other housing types are permissible. Second units may be allowed in any part of the Subarea, especially detached cottages in the rear of a single-family home. Small apartments and duplexes are more appropriate on the periphery of this area, not the blocks between Reading and Bridge Streets on Figueroa Street nor the blocks on Sutter Street between the commercial district and Coloma Street.

3.01.02. (c) (2) Central Subarea of the Historic Commercial Primary Area

The Central Subarea is the largest Subarea of the Historic District and the one with the greatest variety in housing types. The historic pattern of development was on a lot-by-lot basis. Thus in this area it is unusual to find a block in which all homes were built in the same style at the same time. These Design and Development Guidelines encourage diversity to continue and gives broad discretion in choosing an appropriate style from the entire 1850 - 1950 era. All housing types, from single-family detached homes to small apartment projects, are permissible, including second units. In this area many homes have been remodeled through the years, and this trend is expected to continue. Just as in the Figueroa Subarea, owners who plan major remodeling are encouraged to return the home to its original style, and to avoid mixing architectural styles on the same property.

3.01.02 (c) (3) Persifer-Dean Subarea of the Historic Commercial Primary Area

Although located in the Historic Folsom boundaries, this area did not develop until after 1950. Rather than seeking to revise history just for the sake of consistency, these Design and Development Guidelines do not call for substituting pre-1950 styles for the current designs. Instead, this area is viewed as a transition between historic times and the present, and proposed projects are to continue using the 1950 - 1960 styles. If the owner does not wish to maintain the 1950-1960 style, a style should be chosen from the 1850 - 1950 era which is compatible with the surrounding structures.

3.01.02 (c) (4) The Preserve Subarea of the Historic Commercial Primary Area

Like the Persifer-Dean Subarea, this Subarea is transitional. Although it is located in an area which figured heavily in Folsom's gold mining history, there were no structures to preserve. Approved before adoption of the revisions to Chapter 17.52 of the Folsom Municipal Code and the adoption of these Design and Development Guidelines, the subdivision honors the Chinese history of the site with a marker and open space for the Young Wo cemetery. Designs are neo-traditional, echoing features of Folsom's historic design such as alleys, front porches, and set-back garages. Guidance for projects in this Subarea is given primarily by development standards adopted specifically for this subdivision.

*3.01.02 (d) Open Space/ Public Primary Area*

The Historic District is bounded on two sides by open space administered by the state. Within the District (see Figure 2-1 for greater detail), the OS/PB Primary Area is applied to publicly and privately owned property and consists of parks, cemeteries, and a historic school site. Responsibility for review of development on some of these sites rests with other agencies, but the Historic District Commission retains the right to comment on development proposals.

The City and its Redevelopment Agency own properties within the Historic District which may or may not be in the Open Space/Public District, depending on their current or proposed use.

### 3.01.03 Property Owned by City and Redevelopment Agency

Development of Redevelopment Agency and City-owned property in the Historic District, and nearby, influences short- and long-term success of the District. In preparing the Design and Development Guidelines, the City analyzed the needs of the District and developed conceptual ideas for use of public property to meet those needs. Those concepts are set forth below, but actual development of each will be subject to a separate planning process which includes input of the Historic District Commission and the public.

#### *3.01.03 (a) Corporation yard*

As described in Section 3.01.02 (a) (4), a resort-conference center will replace the corporation yard use when a replacement site is obtained for the corporation yard.

#### *3.01.03 (b) Railroad Block*

Actually two blocks, this site was formerly owned by Southern Pacific and was the site of the Sacramento Valley Railroad engine yard and turntable. The City's Redevelopment Agency acquired the property to address historic preservation goals and transportation-related needs of the Sutter Street commercial area. Federal Transportation Enhancement Activities (FTEA) funding was awarded to develop a master plan for the site and construct the first phase of development, a plaza with the restored railroad turntable as its focus. Remaining phases of the master plan will be constructed as funds become available. The Railroad Block was the economic heart of Folsom when the City was founded and will play a similarly vital role in the success of the Historic District, renewing the railroad presence and accommodating intermodal transportation needs such as light and/or heavy rail; parking; and preservation of the National Register turntable, depots, track, and rolling stock. The depressed approach to the proposed bridge crossing Lake Natoma would reduce the size of the Railroad Block and divide the Sutter Street Subarea and residential areas from the River Way Subarea and the Resort Subarea. Therefore, in conjunction with the bridge, a "lid" is planned to provide a well landscaped, pedestrian-friendly connection between the Sutter Street Subarea and the Resort and River Way Subareas. The lid is also planned to accommodate light rail and parking uses.

#### *3.01.03 (c) "Trader's Lane" parking lot*

The half-block fronting on Leidesdorff Street between Riley and Wool Streets provided the main parking area for the Historic District. It is intended to continue providing tree-shaded parking for visitors and residents who are shopping or touring the area's historic sites until replaced with a parking structure. Conceptualized by Nacht & Lewis Architects during the master planning of the Railroad Block, a two-story parking structure on this site is planned to be constructed adjacent to the Leidesdorff Street right-of-way, a half-story below grade to diminish its prominence and maintain natural ventilation. Architectural detail of the facades will require close attention to quality in order to blend an essentially modern facility with its historic surroundings. To maintain a welcoming atmosphere of trees and landscaping, there will be a landscaped plaza area at the Riley Street end of the property, connecting to Trader's Lane. Trader's Lane will become a

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pedestrian way, drawing visitors from parking facilities on and off this site to Sutter Street and the Railroad Block.



### *3.01.03 (d) "Snack Shack" parking lot*

At time of adoption of the Design and Development Guidelines, a newly constructed parking lot had been opened by the City on this site. The site was acquired by the Redevelopment Agency to provide parking convenient to the 600 block of Sutter Street. Plans are to provide surface parking initially and, when funding is available, to add a deck to create additional parking. Final design must be consistent with the pre-1910 standard. Massing and architectural detail of the facade will require close attention to quality in order to blend an essentially modern facility with its historic surroundings and topography. Depending on demand and funding levels, adjacent property may be acquired to expand the amount of parking this site can accommodate.

### *3.01.03 (e) American River bridges*

Addressed at greater length in Appendix E, the topic of bridging the river is noted here because of the effects on land use of bridge accesses and traffic. The Folsom General Plan shows two vehicle bridge locations adjacent to the Historic District: the existing Rainbow Bridge, and a second one accessed from Folsom Boulevard at Leidesdorff Street. Land uses along access routes to either bridge must take into account the traffic occasioned by Historic Folsom's location as a regional crossroads.

Different concepts for use or design on the above properties, or of other properties the City or Redevelopment Agency may acquire, may be proposed and are subject to the review of the Historic District Commission.

## 3.02 CIRCULATION

### 3.02.01 Intent

The purpose of this Section is to identify the circulation plan to accommodate the changing circulation needs of the Historic District through buildout. Phased plans for all modes of transportation were developed including automobile facilities, transit facilities, bikeway and pedestrian facilities.

It should be noted that these recommendations are intended to provide general guidance on the proposed circulation improvements in the area. Minor refinements and changes made during implementation deemed consistent with the recommendations contained herein should be considered as enhancements, and should not necessarily require amendment to the Chapter 17.52 or these Design and Development Guidelines.

### 3.02.02 Study Area and Assumptions

The study area is bounded by Stafford Street on the east, Bidwell Street and Dean Way on the south, and Lake Natoma on the north and west. The study utilized the following buildout assumptions, which are not necessarily optimum, for the purposes of environmental analysis.

Residential dwelling unit totals will increase 353 units for a total of 1,226. The additional units will be allocated as follows: 83 to the Preserve, 223 on residential parcels throughout the District, 28 within the commercially designated areas in the District and 19 as second units throughout the residential areas of the District.

Commercial uses will increase 285,500 square feet for a total of 455,500. This includes 40,000 square feet within the Railroad Block, 180,000 square feet serving infill areas along Sutter Street, a 20,000 square-foot artist colony, and 45,500 square feet in the balance of the District;

Office uses will increase 72,000 square feet for a total of 112,000. This includes 20,000 square feet within the Railroad Block, 10,000 square feet serving infill areas along Sutter Street and 42,000 square feet in the balance of the District;

Visitor-serving uses will increase 112,500 square feet to a total of 167,500. This includes 40,000 square feet of conference center and community meeting space at the Corporation Yard, 60,000 square feet serving infill areas along Sutter Street and 12,500 square feet in the balance of the District;

A 250-room hotel/overnight facility at the Corporation Yard; and

A 250-seat arts theater in the Railroad Block.

### 3.02.03 Evaluation Criteria

The City of Folsom's General Plan Policy 17.17 establishes Level Of Service (LOS) C as the operating service goal for streets and intersections.

#### PHILOSOPHY OF THE CIRCULATION PLAN

Historic Folsom is a unique area and therefore mandates a unique approach to circulation planning. The following describes this circulation philosophy and the manner in which this philosophy applies to various components of the Plan.

The Circulation Plan must provide for the safe movement of all travel modes while enhancing and maintaining the historic character of the area.

- \* Pedestrian and bicycle circulation will be encouraged by the provision of safe and contiguous routes. Access to such areas as Lake Natoma, the historic homes, the

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Sutter Street commercial area and the Folsom Powerhouse is a very important component of the system.

- Transit facilities will be planned to accommodate area residents and visitors in such a way as to encourage the use of transit in lieu of the automobile.
- Auto access for area residents and visitors will be improved. Traffic passing through the area will be discouraged.
- In addition to the physical improvements, the City should implement certain strategies to reduce and manage the overall travel demand. Such strategies should be implemented through policies of both this document and those identified in the City's Transportation Systems Management Plan. Examples could include preferential parking for carpools, vanpools and tour buses, flexible work hours and the distribution of information regarding services which encourage use of alternative modes.
- Certain roadways and road rights-of-way are not currently owned by the City. Key sections of these routes may need to be acquired for the purpose of providing access or utilities to individual parcels or to accommodate planned circulation improvements. It is also important that a procedure be set for property owners to research the effects of abandoned roads and reach agreement with the City on road maintenance and ownership. It may also be appropriate to consider abandonment of portions of right-of-way if desired by adjacent property owners and not needed for public access purposes.
- The Circulation Plan should be phased for two purposes: (1) to identify improvements which should be implemented if other area improvements are constructed which affect District circulation (i.e., American River bridge crossings); and (2) to identify the priorities of the improvements for each mode of transportation.
- Even though warranted for traffic purposes, the City may choose not to widen or improve roads within the Historic District area because of other considerations such as noise, air quality and impacts to sensitive and historic resources.

### 3.02.04 Historic District Circulation Plan

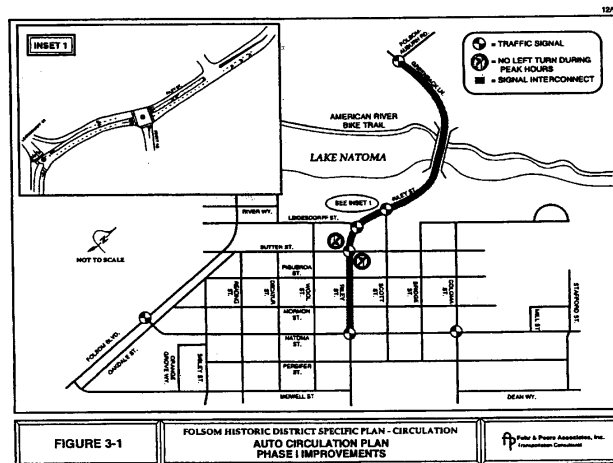
Based on the analysis of both existing and future year conditions, a circulation plan was developed to achieve the policies and objectives set forth herein. It should be noted that while the improvements are listed by phase, the City may choose to implement any of the improvements during as deemed necessary.

#### 3.02.04 (a) Phase 1 Circulation Plan

The Phase 1 Circulation Plan is designed to improve area circulation, to the extent possible, prior to the construction of a new bridge across the American River. As discussed above, Rainbow Bridge is already so far in excess of its capacity that it adversely affects all forms of transportation in the area. The Phase 1 Circulation Plan is based on the recommendations contained in Folsom Historic District Interim Circulation Improvements Study, City of Folsom, February, 1994.

#### 3.02.04 (a) (1) Phase 1 Auto Circulation Plan

Improvements to the street system are to be developed in three stages. The purpose of staging is to implement only those improvements which will be effective given the heavy congestion at Rainbow Bridge. Once the congestion reaches levels that render further improvements ineffective, no additional Phase 1 improvements will be implemented until the first new bridge is constructed (Phase 2). Figure 3-1 displays the entire set of Phase 1 improvements.



### Stage 1 Improvements

- Optimize the Riley Street corridor traffic progression through signal timing and coordination improvements including the Riley Street intersections with Natoma Street, Sutter Street and Leidesdorff Street as well as the intersection of Folsom-Auburn Road with Greenback Lane.
- Install signs which prohibit left turns during peak hours from Riley Street onto Sutter Street.
- Remove raised median on Riley Street south of Leidesdorff Street and re-stripe centerline on Riley Street to improve southbound traffic flow.
- Study closure of the Figueroa Street bridge to automobiles to preserve the historic bridge and facilitate the historic walking tours in the area.

### Stage 2 Improvements

- Install a traffic signal at the Riley Street/Scott Street intersection.
- Re-optimize Riley Street corridor traffic progression through signal timing and coordination improvements including the Riley Street intersections with Natoma Street, Sutter Street, Leidesdorff Street and Scott Street.

### Stage 3 Improvements

- Widen and re-stripe Riley Street from Scott Street to Leidesdorff Street to provide an exclusive right-turn lane onto Leidesdorff Street.
- Widen and re-stripe the Riley Street/Leidesdorff Street intersection to provide dual eastbound left-turn lanes (250 feet) onto Riley Street.
- Widen and re-stripe Riley Street from Leidesdorff Street to Rainbow Bridge to provide two northbound lanes, which merge into one lane at the bridge.
- Modify the traffic signal at the Riley Street/Leidesdorff Street intersection.

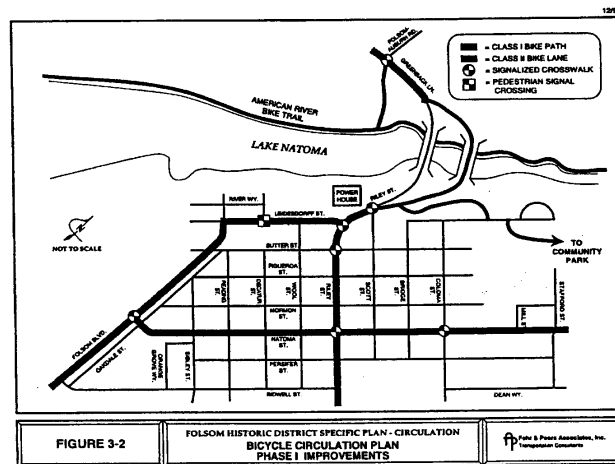
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- \* Re-optimize Riley Street corridor traffic progression through signal timing and coordination improvements including the Riley Street intersections with Natoma Street, Sutter Street, Leidesdorff Street and Scott Street.

3.02.04 (a) (2) Phase 1 Bicycle Circulation Plan

The lack of a contiguous bicycle circulation system, in combination with the high volumes of traffic utilizing local streets, has created a difficult environment for bicycle travel in the area. Figure 3-2 displays the bicycle circulation plan which includes the following improvements in addition to the planned Rainbow Bridge area improvements. These improvements will provide a system of designated routes for bicycle travel along the major corridors in the area, as well as improved access to Folsom Powerhouse.

- \* Extend the Class II bike lanes from Scott Street to Leidesdorff Street. On the north side of Riley Street, Class II facilities are also proposed either on-street or using the abandoned Riley Street bridge. If the abandoned Riley Street bridge is used, connections would be required from it to the Scott Street and Leidesdorff Street intersections.

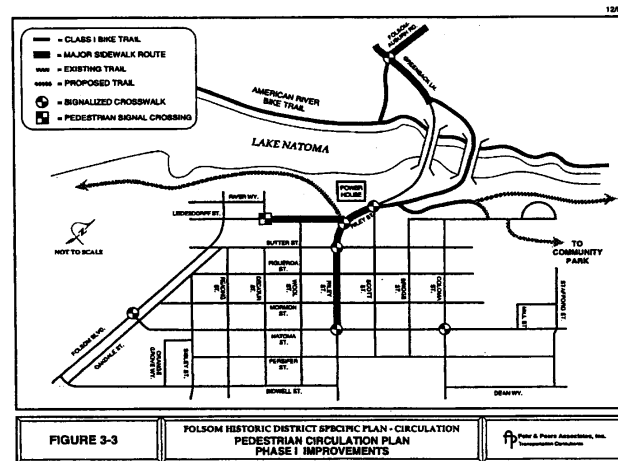


- \* Construct Class II bike lanes on Leidesdorff Street from Riley Street to Sutter Street, and on Riley Street from Leidesdorff Street to Bidwell Street.

- \* Install a signalized crossing of Leidesdorff Street for exclusive use by bicyclists and pedestrians in the vicinity of Decatur Street. Traffic on Leidesdorff Street would stop to provide a safe crossing by way of a pedestrian-actuated signal.

### 3.02.04 (a) (3) Phase 1 Pedestrian Circulation Plan

Pedestrian access and safety is critical to Phase 1 given the current level of traffic congestion in the area. The proposed pedestrian circulation improvements are designed to enhance both circulation



and safety of pedestrians, particularly crossing the major streets (see Figure 3-3). The focus of Phase 1 improvements is along Riley Street and Leidesdorff Street, which are among the most heavily-traveled roads with high pedestrian activity in the area. A description of each improvement is given below.

- \* Construct sidewalk on both sides of Riley Street from Leidesdorff Street to Natoma Street.
- \* Construct sidewalk on both sides of Leidesdorff Street from Decatur Street to Rainbow Bridge.
- \* The new traffic signal at the Riley Street/Scott Street intersection will provide a safe pedestrian crossing of Riley Street.

- The pedestrian-actuated signal would provide safe crossing of Leidesdorff Street for bicyclists and pedestrians.

#### 3.02.04 (a) (4) Phase 1 Transit Circulation Plan

Although transit circulation is a high priority of the plan, no additional transit improvements are planned in conjunction with Phase 1. Many of the transit-related improvements are identified in Phases 2 and 3 of this plan in conjunction with the expansion of area bus services and the extension of rail transit to Folsom.

For Phase 1 it is assumed that the Stage Lines will expand their operations as necessary and provide service to the area via existing bus stops, routes and schedules. Additional improvements may also be implemented as a result of the Railroad Block Master Plan effort.

#### *3.02.04 (b) Phase 2 Circulation Plan - Interim Year with One New Bridge, the Bridge Across Lake Natoma*

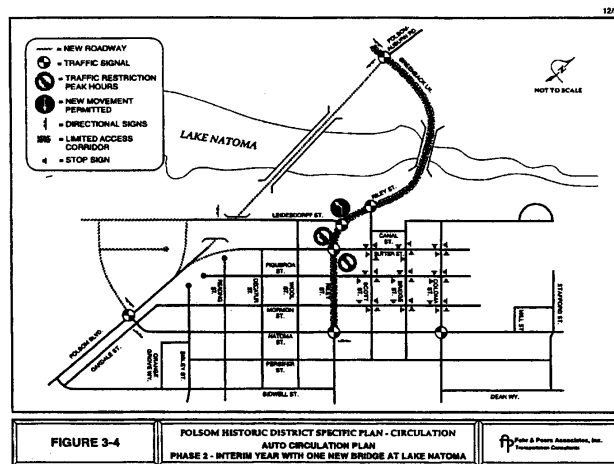
Once the first new bridge is constructed, travel patterns will inevitably change in the Historic District. The following presents the Phase 2 Circulation Plans assuming the first new bridge is constructed across Lake Natoma connecting Folsom Boulevard to Folsom-Auburn Road. Conditions in this phase were evaluated not on the basis of a particular calendar year, but based on a level of construction and development after construction of the bridge across Lake Natoma but before buildout of the General Plan.

#### 3.02.04 (b) (1) Phase 2 Auto Circulation Plan

With the construction of the bridge across Lake Natoma, much of the traffic currently using Rainbow Bridge would divert to use the new bridge. These diverted trips would be primarily made up of those which are passing through the Historic District area. Until a second new bridge is constructed, however, through traffic will continue to use Rainbow Bridge, specifically along the Sutter/Scott/Coloma Street route through the eastern portion of the area. As shown in Figure 3-4, Phase 2 improvements relate to one of two main purposes: to discourage through traffic from using Rainbow Bridge as a through route; or to improve access from the new bridge to the Historic District, while discouraging through traffic.



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The Phase 2 Auto Circulation Plan includes the following components.

- \* Extend Leidesdorff Street across Folsom Boulevard as a two-way road to maintain connection within the District.
- \* Construct a low-speed ramp for northbound Folsom Boulevard traffic using Oakdale Street to enter the District along Sutter Street in the eastbound direction. Depending on design constraints and access provisions, some modifications to other area streets (i.e., Sibley Street, Figueroa Street, Reading Street and Mormon Street) may be required.
- \* Allow left turns from Riley Street onto Leidesdorff Street to improve access to the Leidesdorff Street corridor.
- \* Install signs which prohibit left turns during peak hours from Riley Street onto Sutter Street.
- \* Install stop signs at every intersection within the area bounded by Sutter Street, Scott Street, Coloma Street and Natoma Street. The traffic signal at the Riley Street/Scott Street intersection would remain for pedestrian access.

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- \* Limit access to and along Riley Street from Natoma Street to Greenback Lane to discourage the use of Riley Street as a through route. This can be accomplished in several ways including:
- \* Adjust signal timings along the corridor to cause higher delays for through traffic;
- \* Install stop signs or other traffic control devices that increase delays for through traffic;
- \* Terminate Riley Street into a parking lot north of Leidesdorff Street; and,
- \* Disallow through movements along Riley Street at one or more key intersections such as Leidesdorff Street, Sutter Street or Natoma Street.

Further study should be conducted to evaluate these and other options prior to implementation. It should be noted that these improvements could cause a significant rerouting of traffic and result in substantial impacts to other areas of the City, depending on the type and extent of improvements.

- \* Install directional signing to direct through traffic to use the new bridge and local traffic to use Rainbow Bridge.

3.02.04 (b) (2) Phase 2 Bicycle Circulation Plan

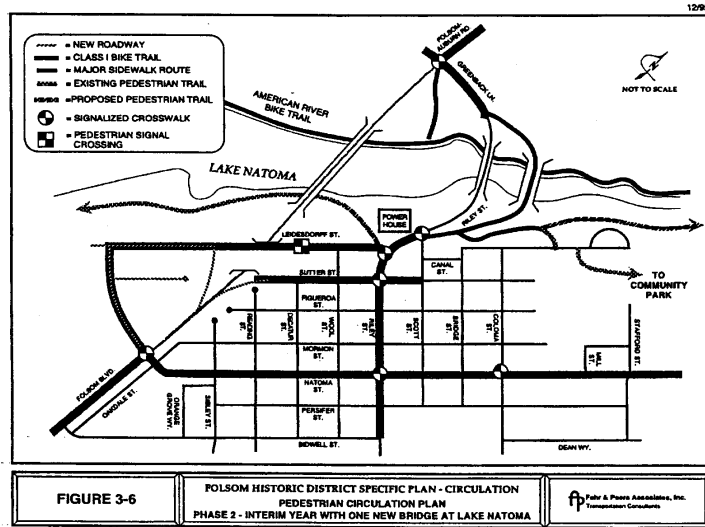
With the construction of the bridge across Lake Natoma, bicycle access across the lid over Folsom Boulevard will be very important to ensure continuity to the District. The Phase 2 Plan would expand upon the Phase 1 Plan and incorporate the new bridge. Figure 3-5 shows the Phase 2 improvements for bicycle circulation within the Historic District. The improvements would include the following.

- \* Construct a Class I bike path between Leidesdorff Street and the south side of Lake Natoma (see Figure 3-5). Outside of the District, this route would generally follow Lake Natoma south to Highway 50 as identified in the City's Bicycle Master Plan.
- \* Designate Class III bike routes on the new segment of Leidesdorff Street from Folsom Boulevard to Natoma Street.
- \* Designate Class III bike routes on the new segment of Natoma Street from Folsom Boulevard to Leidesdorff Street.



**3.02.04 (b) (3) Phase 2 Pedestrian Circulation Plan**

Improving pedestrian facilities could encourage walking over other travel modes in the Historic District, particularly across the lid over Folsom Boulevard. Under Phase 2, traffic volumes on such



streets as Riley, Sutter, Leidesdorff, and Folsom Boulevard would be reduced. The lower traffic volumes, along with the new sidewalks, would improve pedestrian safety in the area. Adequate signal crossings are also included to allow pedestrian crossings of major roads in a safe manner. Components of the Phase 2 plan include the extension of sidewalk along Leidesdorff Street across Folsom Boulevard and the provision of sidewalks on Natoma Street west as shown in Figure 3-6.

Another key component of the pedestrian circulation plan is the designation of historic walking tours. At the time of adoption of these Design and Development Guidelines, the Folsom Historical Society proposed four tours, all of which would begin at the Folsom History Museum. Additional tours may be added at a later date. Trails and/or sidewalk may be installed as necessary to ensure safety along these routes. Signs should also be installed to facilitate historic walking tours in the District. Signalized crossings are provided at Scott Street, Leidesdorff Street, Decatur Street and Sutter Street for pedestrian safety. The following describes the four tours currently proposed:

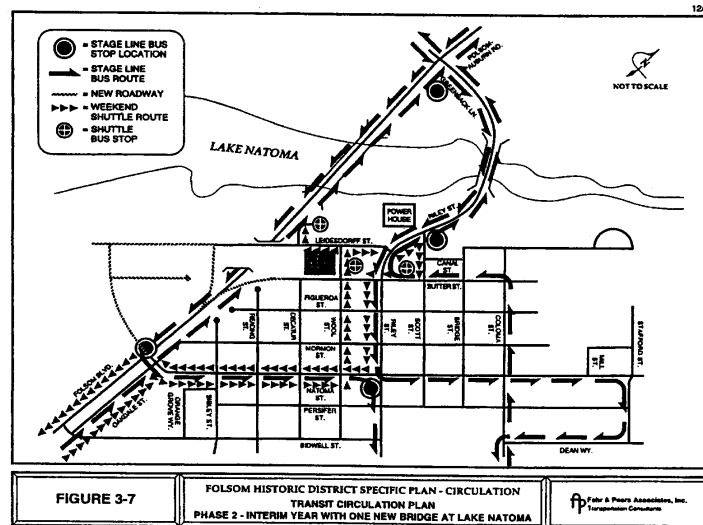
1. Historical Sites Tour - to view the Folsom Powerhouse, historic buildings on Sutter Street, the Indian Grinding Rocks, the Railroad Depot and the Folsom History Museum;

2. Vintage Homes and Churches Tour - to view the historic homes and churches in the central portion of the District between Sutter Street and Figueroa Street;
3. Cemeteries Tour - to view the Lakeside Memorial Cemetery, the St. Johns Church and Cemetery and the Eagles and Knights of Pythias Cemeteries located in the western portion of the area; and
4. Historic Sutter Street Tour - to view the historic structures along Sutter Street between Scott Street and Reading Street.

Similar to the Bicycle Circulation Plan described above, providing pedestrian circulation across the lid is critical in conjunction with the construction of the bridge across Lake Natoma.

**3.02.04 (b) (4) Phase 2 Transit Circulation Plan**

Public transit service should evolve with the development of the City of Folsom. Travel demand is forecast to continue to grow and place a greater burden on transportation facilities. In addition to roadway improvements, it is important that the City make effective use of the entire transportation system by improving other services such as public transit.



With the addition of a new bridge across Lake Natoma, the City should consider splitting its existing single route service to create two new and more linear routes. Linear routes are more convenient for bus transit riders because there is less waiting time when compared to a "looped" route. Both new routes, which are shown on Figure 3-7, would cross Lake Natoma. One route would be dedicated to travel from southern areas of the City along Folsom Boulevard, Blue Ravine Road and Iron Point Road. The second route would concentrate on service to the east area of Folsom such as Briggs Ranch and the East Bidwell shopping district. The two routes would also have transfer points on both sides of the river.

A shuttle bus service with bus stops at key locations (see Figure 3-7) is also recommended as an important component of the plan. Weekend service could be provided from the District to outlying park-and-ride lots in areas such as Natoma Station and the East Area. In addition to improving access, the provision of the service may reduce area parking requirements.

Another possible improvement for Phase 2 is the potential to bring other rail lines into the turntable area from Folsom Boulevard. The City is planning a light rail project to connect the Historic District to Regional Transit's existing Butterfield Station and downtown Sacramento. The Folsom, El Dorado and Sacramento Historical Railroad Association has been formed to restore historical train service, initially within Folsom and to El Dorado County, and potentially to connect with the State Railroad Museum in downtown Sacramento. Both the self-propelled rail and excursion trains would be routed along the historical Southern Pacific right-of-way, the purchase of which was negotiated by the City of Folsom and a Joint Powers Authority consisting of the City of Folsom, Sacramento County, and El Dorado County.

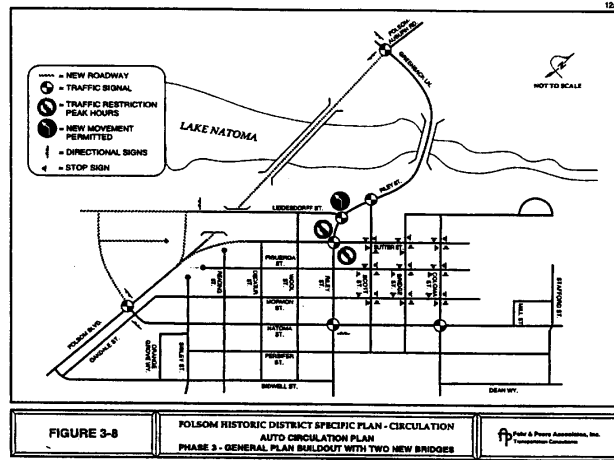
### *3.02.04 (c) Phase 3 Circulation Plan*

Phase 3 is designed to accommodate the circulation needs of the Historic District after the second new bridge across the American River has been constructed (i.e., General Plan buildout). With both bridges in place, traffic volumes on most local roadways are expected to be significantly reduced in comparison to a buildout scenario with no new bridges. In this case, fewer improvements are needed to limit the through traffic from the local roads in the area.

#### 3.02.04 (c) (1) Phase 3 Auto Circulation Plan

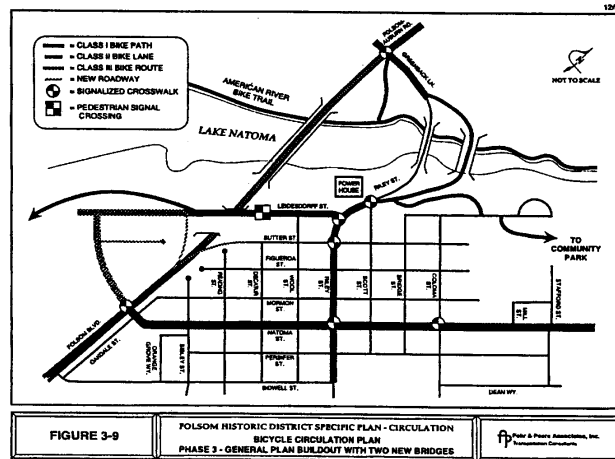
Figure 3-8 displays the proposed auto circulation plan for Phase 3. The following summarizes the components of the plan in addition to those described in Phases 1 and 2.

Remove limitations placed on through movements along Riley Street. The addition of two new bridges will accommodate much of the through traffic and allow for the removal of restrictions on this corridor.



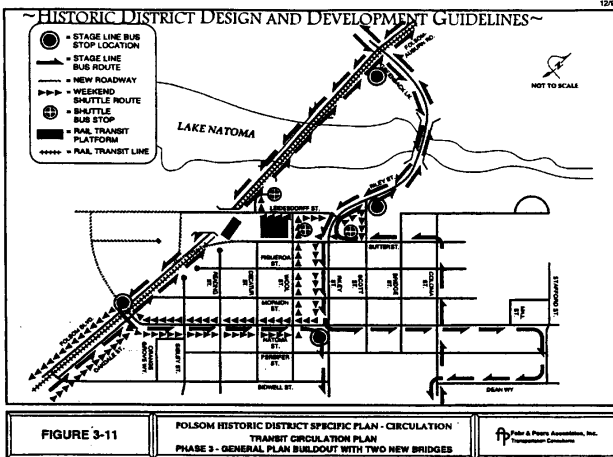
3.02.04 (c) (2) Phase 3 Bicycle Circulation

Figure 3-9 displays the bicycle facilities proposed for the Historic District at buildout. It is identical to the Phase 2 plan shown on Figure 3-5. Since additional improvements may become desirable to the City at a later date, this plan should include the flexibility to accommodate new facilities in the









### 3.02.04 (d) Abandoned Roadways

Although no specific need for City action on abandoned roadways has been identified, the following procedure will guide property owners in cases where their property may be affected by abandoned roadways. The general intent is to set forth a procedure for property owners to research the effects of abandoned roads and reach agreement with the City on road maintenance and ownership.

Applicants for projects within Historic Folsom should work with City Planning, Inspections and Permitting Department to address the following procedure:

Step 1 - Review proposed projects with City staff to determine if any abandoned road sections may be affected.

Step 2 - Research existing access and easements to determine the ownership and maintenance responsibilities for the subject road section. This will include a review of assessor's maps, title searches, etc., as required by City staff. The research should also identify any existing or needed utility easements currently being used or planned to be used in the future.

Step 3 - Identify the impacts of the proposed improvements on the abandoned road section in terms of obstruction of access for any mode of transportation or utilities and/or planned improvements identified in this or other City documents.

Step 4 - Work with City staff to resolve any impacts and agree on road maintenance and ownership responsibilities. Possible resolutions may include a maintenance

agreement with the City or other property owners(s), City purchase of the right-of-way from the private entity, or a dedication of the road and/or easements to the City or other entity. Before accepting right-of-way, the City may require the section to be improved to meet current standards.

#### 3.02.04 (e) Other study results

Throughout the course of this study, several improvements were proposed and evaluated, yet not recommended for the circulation plan. The four primary improvements which were not recommended, and the reasons for their exclusion from the circulation plan, are described in Appendix E.

Appendix E also summarizes the study assumptions, charts and tables presented to the Folsom Historic District Specific Plan Committee on July 19, July 26 and August 2, 1993.

As a result of this analysis, the Historic District Specific Plan Citizens Advisory Committee developed their preferred bridge assumptions to serve as the basis for the Specific Plan analysis. The Committee acknowledged that the Specific Plan must be consistent with the current General Plan and therefore directed that the Circulation Plan assume two new bridges at buildout (one four-lane bridge across Lake Natoma and one four-lane bridge at Oak Avenue Parkway), with interim plans for the time period that only one new bridge is in place.

### 3.03 INFRASTRUCTURE

Public facilities and services provided within the Folsom Historic District include domestic water, wastewater treatment, stormwater drainage, solid waste disposal, streets, street lighting, parking, public signage, schools, and police, fire, library, and park services. Private utilities provide electric, gas, telephone, and cable services. All utility and service systems are currently adequate.

Because of the existence of a functional infrastructure within the Historic District, the FMC Chapter 17.52 and Design and Development Guidelines do not include additional infrastructure systems or propose changes in existing City maintenance and upgrade policies. Rather only two areas of action or policy related to infrastructure are proposed. Policy 1.9 proposes that, "Where feasible, existing power lines shall be undergrounded." Additionally, a number of improvements to roadways and bicycle and pedestrian facilities are proposed to improve circulation within the Historic District.

### 3.03.01 Public and Private Utilities and Services

The City of Folsom maintains a program of maintaining and upgrading existing utility and public services within the City, including within the Historic District. Similarly, all private utilities maintain and upgrade their systems as necessary for public convenience and necessity, and as technology changes. The Historic District is a fully developed urban area currently provided with all urban services. Because the goals and policies enumerated herein do not envision a significant intensification of land use from that currently existing, no major new utility systems are necessary to serve existing and proposed uses within the Historic District. Rather, the need is for the refinement, maintenance, and upgrading of existing utility and service systems.

In many cases, the City of Folsom currently has programs in place requiring the upgrading of utility systems at the time new urban uses are developed.

### 3.03.02 Street Rights-of-way

#### *3.03.02 (a) Public Improvements*

Streets in Historic Folsom are not uniformly improved. In modern subdivisions, construction of public improvements such as curbs, gutters, and sidewalks occurs prior to occupancy of buildings. Obviously, this was not the case in 1855. The typical way a community adds public improvements after occupancy has occurred is to require their installation in conjunction with any construction project or discretionary approval for a site. The City of Folsom has installed some improvements and has required installation of others over the years, resulting in a mix of new and old, partial and complete. With adoption of these Design and Development Guidelines, the City declares the need for full improvements to be provided in commercial areas but defers to a community desire to maintain a more rural standard in residential areas. As Folsom develops, however, it may be that increased vehicular and pedestrian traffic will cause the community and decision-makers to rethink this position, for safety and perhaps aesthetic reasons.

The Historic District Commission is charged with monitoring the need for public improvements, on a project-specific basis and for the District as a whole. The installation of improvements is required in conjunction with projects in commercial districts. For residential and open-space Primary Area's the Commission is authorized to require improvements in

**With adoption of these Design and Development Guidelines, the City declares the need for full improvements to be provided in commercial areas but defers to a community desire to maintain a more rural standard in residential areas.**

unusual circumstances or for safety reasons but shall not require installation as a standard practice until such a requirement is adopted on an area-wide basis, either for the entire Historic District area or for a defined area within the Historic District boundaries. At least biennially at a public hearing, the Historic District Commission will review the need for initiation or revision of programs or

~HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES~

standards for installation or replacement of public improvements. The Commission will implement such changes as are within their powers and make recommendations to the City Council for others. When a need for improvements is identified, the appropriate funding sources should also be identified. Options which can be considered include but are not limited to:

- \* Utilizing City or redevelopment funds,
- \* Seeking grant assistance,
- \* Requiring new construction or remodeling projects to include installation of specified improvements,
- \* Forming a benefit district to assess property owners within the benefited area, or
- \* Utilizing an existing district such as a landscaping and lighting district or business improvement district.

At the end of this chapter are schematic designs for street improvements, to be used as guidelines for construction when improvements are required or voluntarily installed. The intent of this guidance is not to eliminate variety but to

- \* call out a common design in order to assure that improvements installed in segments or phases will adequately connect with those installed later,
- \* maintain the historic look and "traffic calming" effect of angular intersections, and
- \* provide safe auto, bicycle, pedestrian and parking design, especially for heavily traveled streets. By having approved general guidelines, improvements can be installed in phases with less risk that they will need to be redone. For example, a property owner on Figueroa Street could install a four-foot sidewalk but leave room for the City to widen it, if future pedestrian loads warrant. Also, property owners who prefer a finished edge to their property can install improvements without waiting for a community-wide decision, and street trees can be planted with some assurance that they will not be in the path of construction.

In cooperation with the Historic District Commission, the Public Works Department will specify standards for construction which will support the historic concepts. For example, a special concrete formulation has been developed to allow for new concrete work to visually blend with the old.

### *3.03.02 (b) Abandoned/ Private Streets*

Although abandoned and private streets (maintained by the private sector) constitute only a small percentage of streets in the Historic District, the City is concerned that services be equally available to all citizens. Therefore the City directs that private streets be designed and maintained such that police, fire, and trash collection vehicles can access the area as needed and utility lines can be installed and maintained properly. When more than one property is accessed via a private road, the appropriate access easements and maintenance agreement should be recorded. Easements for public utilities should be dedicated. The City recognizes the difficulties of researching old records and achieving agreement among multiple ownerships. Therefore, the Historic District Commission

and City staff should exercise judgment in determining means to satisfy safety and efficiency concerns for service delivery, using the philosophy of reasonableness of the Historical Building Code. Establishment of new private streets is discouraged.

### *3.03.02 (c) Encroachments*

Although most street rights-of-way are of uniform width, the City's need for the full right-of-way varies, depending on the street's function. Although the City maintains the pavement and constructs drainage and other facilities, property owners have historically used and maintained portions of unused rights-of-way for landscaping, parking, and the like. That practice is expected to continue unless the need for public use arises. When installation of street improvements is determined to be necessary or desirable, it may be necessary for property owners to remove or modify their use of right-of-way. More serious situations have been discovered from time to time, with portions of structures encroaching into the right-of-way. Such encroachments should be removed. If there is little likelihood that the affected right-of-way will be needed, the City may consider granting an encroachment permit, on the condition that the encroachment be removed promptly on the City's request, with the building remodeled or moved promptly in a manner consistent with the provisions stated herein.

### 3.03.03 Parking

The responsibility for provision of adequate on-site parking is customarily the responsibility of individual property owners. Because historic downtown lot sizes and development patterns were established prior to the advent of the automobile, however, the opportunities for individual sites in the Sutter Street Subarea to provide on-site parking are severely constrained. In order to preserve the historic structures and ambiance of this area, the City has assumed a share of the responsibility for providing adequate parking for the entire Subarea. Until preparation of this document and the Railroad Block Urban Design Master Plan, the City had not addressed this parking need in a comprehensive manner but had begun to acquire property within the area, specifically the Railroad Block, the Traders Lane parking lot, and the "snack shack" lot, all originally owned by the railroads. Acquisition of the Railroad Block had a dual purpose; the City's intent was also to honor the property's history as the site of the first railroad, and first turntable, in the West. Analysis of existing and future demand undertaken as part of the preparation of these Design and Development Guidelines concluded that the historic downtown functions, in terms of parking need, like a shopping center. The size of the area and the variety of uses results in a variety of peak parking usage periods with the effect that the overall need can be addressed with a reduced number of spaces in comparison to the typical requirement of businesses elsewhere in the City. The validity of this conclusion was supported by the experience of historic districts elsewhere in the Country, and the required parking ratio was thus set at one space per 350 square feet of commercial space, with specialized requirements for special uses, such as hotels.

As part of the Railroad Block master planning process, the consultant team, citizens committee, and staff were tasked with the responsibility to assure that the preservation of the City's railroad heritage was not achieved at the expense of foreclosing the ability to provide adequate parking for

the Subarea. Exhaustive study of potential sites and development scenarios resulted in identification of five sites and preliminary strategies to achieve the number of spaces needed in a cost-effective manner, including three parking structures and two surface lots, evenly distributed through the commercial area. There is the potential that one of the lots may require acquisition of additional land and/or construction of a structure, depending on actual buildout. At the time of adoption of the Design and Development Guidelines, the parking strategy had been analyzed at a master-plan level of detail, but a specialized parking study should be undertaken to confirm conclusions and develop specific timelines and financing plans.

Pending completion of specialized study, the strategy is to construct structures on the Leidesdorff Street hotel site, the Railroad Block, and Trader's Lane, in that order, using the Redevelopment tax-increment income stream to issue bonds to finance their construction. Participation of property owners may also be necessary. Timing of construction is dependent on both financing and demand, but the phasing intent is: 1) to build the hotel structure first, to address existing demand, 2) to build the Railroad Block structure in concert with development of the Block, avoiding conflict with the lid and bridge construction project, 3) to build the surface lot at Reading Street in conjunction with the light rail project on the Railroad Block, as an interim park-and-ride lot until the line is extended toward the Broadstone area or across the river and the buildout rate of the Sutter Street Subarea requires spaces, 4) to build the Trader's Lane structure at a time when there is sufficient economic stability and other proximate parking for the merchants to withstand a large construction project in the heart of the shopping district, and 5) to re-evaluate the demand and the potential for land acquisition and construction of additional parking in the 500-600 blocks in light of actual development trends in the future.

### 3.03.04 Street lighting

Where provided, street lighting will utilize historic styles for standards and fixtures. Lighting will not be a replication of early Folsom styles, however, for aesthetic reasons. Research has indicated that Folsom's first street lighting was probably in the form of a bulb in a metal reflector, strung on a wire across the street, at some time after the construction of the powerhouse in 1895. In the time period prior to electric transmission, when gaslights were elsewhere in vogue, Folsom's streets apparently were not lighted. When the Sutter Street area was established as a historic district in 1964, a center median with gaslights was installed; the gaslights were subsequently converted to electricity.

The fixtures and standards, or poles, chosen for the Historic District area were selected for historic compatibility of design and efficiency of maintenance. When it is necessary or desirable to install or replace street lighting, these styles should be used. The intent is to continue the lantern style established in the Sutter Street Subarea and utilize acorn-shaped fixtures in the remainder of the District. A double-acorn style is appropriate where more light is needed, on major streets such as Natoma Street, for example. The same standard may be used with either the lantern or acorn fixture. In high-traffic areas the preferred material for the standard is metal, for durability and strength. Fiberglass or other material in the same design may be used elsewhere. Both height and

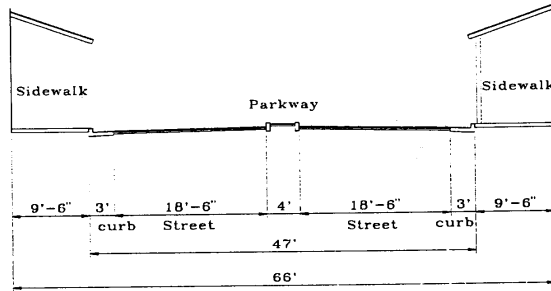
brightness should be the minimum consistent with safety. Specified maximum heights are 12 ft. for residential areas and 14 ft. on collectors and arterials.

### 3.03.05 Public Signage

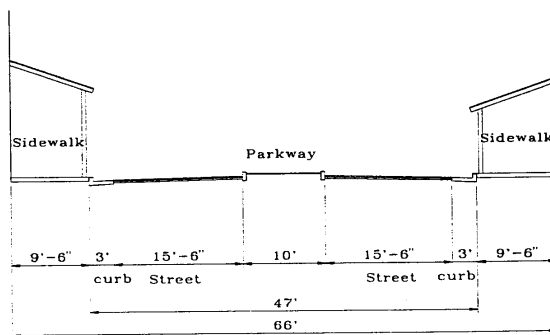
Entries to historic Folsom will be identified with monument signage placed on thoroughfares. Prototypical designs for public signage are included in this Chapter, except that design for street signs will be a subsequent project of the Historic District Commission. Public signage within historic Folsom and directing visitors to historic Folsom will be distinct from signage in the remainder of the City in order to identify the Historic District as a unique area. Final design of public signage is subject to the Historic District Commission's approval. Space for a logo is included on the prototypes.

The City will continue to cooperate with merchant and resident organizations to authorize and/or provide appropriate signage for community events, community safety, and visitor direction.

**SUTTER STREET ~ STREET SECTIONS**



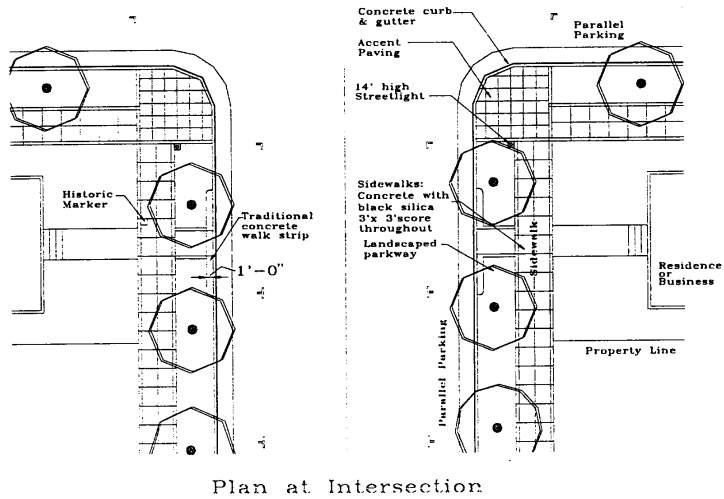
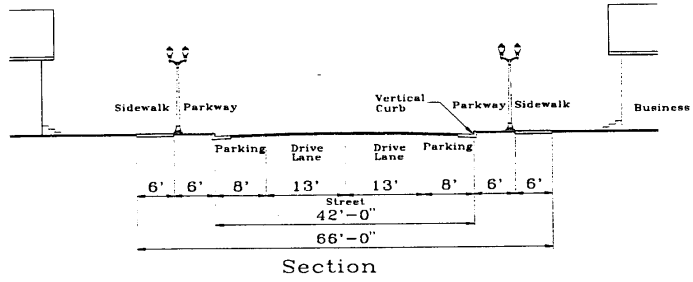
**600 Block with Typical Parking**



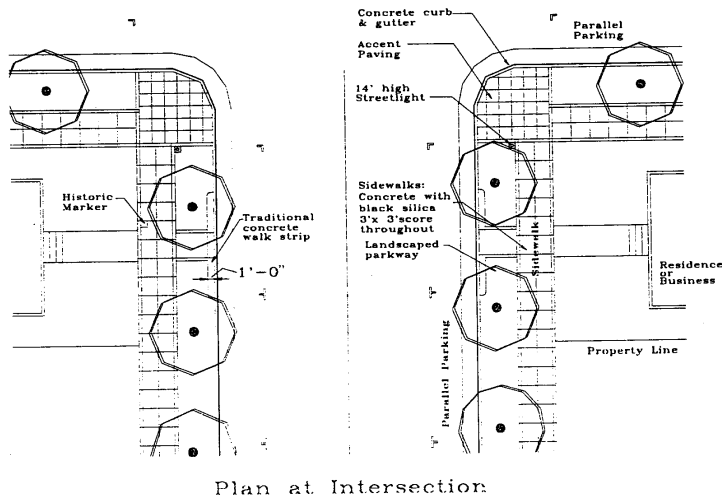
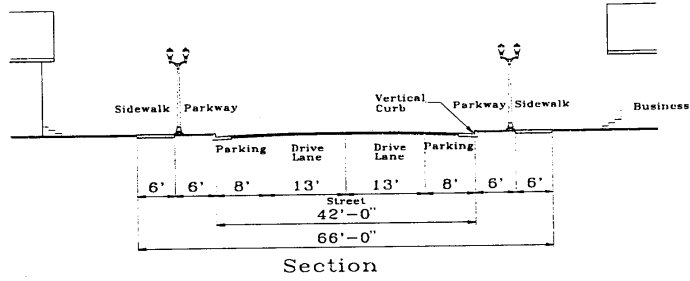
**700 Block without Parking**



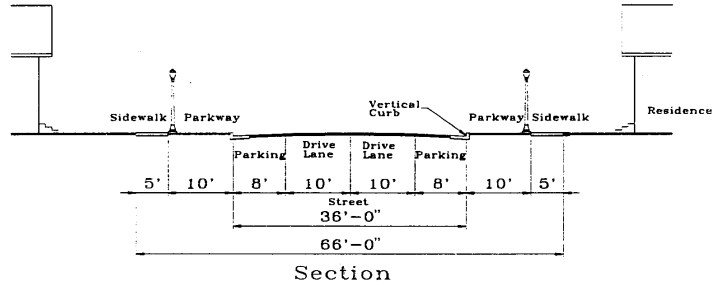
### COLLECTOR STREETS ~ COLOMA AND RILEY STREETS



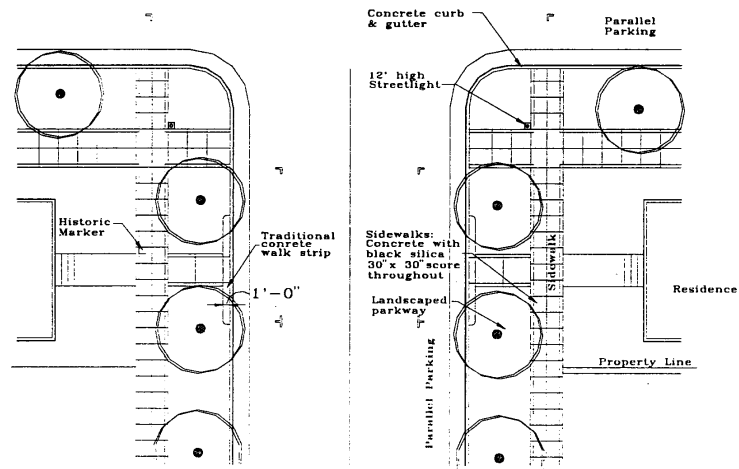
### COLLECTOR STREET ~ NATOMAS STREET WITH BIKE LANES



## RESIDENTIAL STREETS

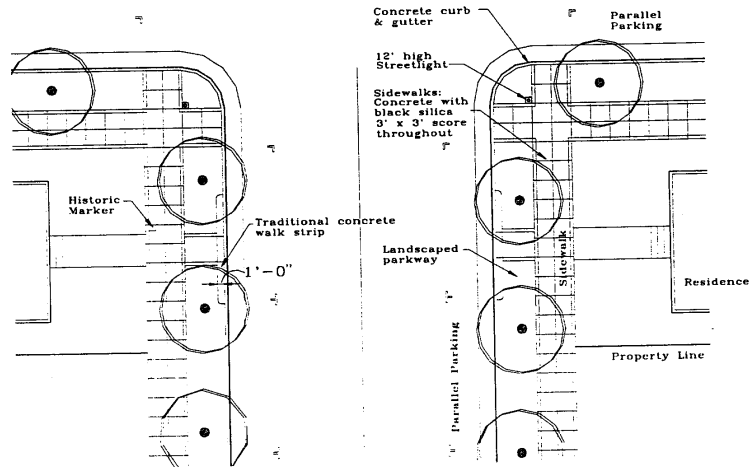
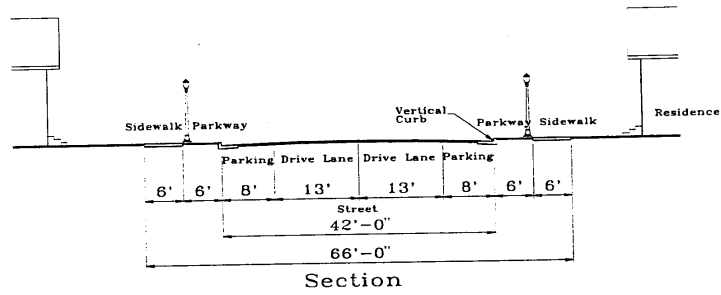


Section



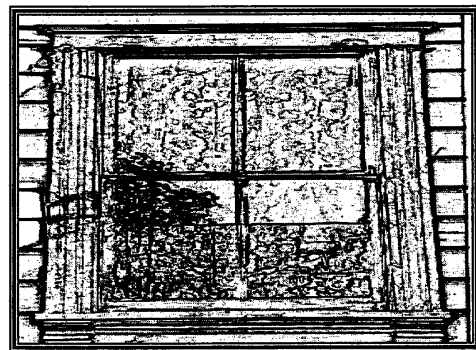
Plan at Intersection

### FIGUEROA SUBAREA STREETS



Plan at Intersection

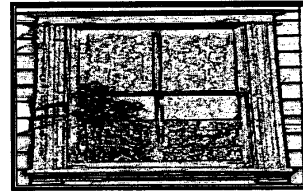
CHAPTER 4  
PROPERTY DEVELOPMENT POLICIES ~  
DISTRICT-WIDE



# Chapter 4 Property Development Policies Districtwide

## 4.01 INTENT AND PROCEDURE

In addition to regulations imposed by Chapter 17.52 of the Folsom Municipal Code, this chapter provides property development policies which are applicable throughout the Historic District. These policies have been customized to the historic area. In addition to these policies, the area-specific policies of Chapter 5 and the more detailed Design Criteria contained in Appendix D provide direction to applicants and the Historic District Commission in the design and approval of projects.



This chapter describes the relationship between these policies and Folsom Municipal Code regulations. Regulations of the Folsom Municipal Code which are applicable within the Historic District area are not repeated here. The General Plan of the City of Folsom is the basis for all regulations.

### 4.01.01 Intent

This chapter contains policies which are generally applicable to all or several Primary Areas and Subareas of Historic Folsom. Policies specific to each Primary Area and Subarea are set forth separately in Chapter 5. The intent of all standards is to enhance and maintain the historic appearance of structures and areas visible to the public while maintaining a high degree of flexibility for property owners in the use and enjoyment of their properties. Regulation of private areas not visible to the public should occur only in rare and unusual circumstances.

### 4.01.02 Interpretations

If there is ambiguity regarding application of certain provisions of these Design and Development Guidelines, guidance should be taken from the context of the provision and the purpose-and-intent language, if any, of relevant sections. Additional guidance may be found in Chapters 1-3 of these

Design and Development Guidelines. In interpretation of boundary lines on maps, the intent is to follow property lines.

If Chapter 17.52 of the Folsom Municipal Code and these Design and Development Guidelines (and the appendices thereto) are silent on a topic, regulations of the appropriate comparable section of the Folsom Municipal Code apply. If there is a conflict between the Chapter 17.52 and the Design and Development Guidelines, Chapter 17.52 shall apply. The Planning, Inspections, and Permitting Director is authorized to interpret provisions of the Design and Development Guidelines, subject to the limitations placed by any rules of procedure adopted by the Historic District Commission or other applicable law. Interpretations beyond the authority of the Planning, Inspections, and Permitting Director are made by the Historic District Commission. Any person dissatisfied with interpretations made by the staff or Commission may follow the appeal procedures as established in Chapter 17.52 of the Folsom Municipal Code.

### 4.01.03 Processes

The focus of all the administrative processes is to assist applicants to achieve both their own goals and the goals of the community. In order to facilitate approvals in a timely manner, the City maintains information to aid applicants and works to simplify processes.

In summary, City planning staff administers Chapter 17.52 and the Design and Development Guidelines on a daily basis. The Historic District Commission is the primary decision making authority. Other decision-making bodies such as the Parks and Recreation Commission have discretion over certain functions. Final responsibility rests with the City Council.

## 4.02 EAVES, ARCHITECTURAL FEATURES, AND DECKS

Though primarily applicable to residential areas, the policies enumerated herein and in Chapter 17.52 of the Folsom Municipal Code also apply to commercial areas. Exceptions may be permitted by the Historic District Commission in individual circumstances, consistent with the intent and design concepts of the Subarea or Primary Area and compatible with adjacent development.

### 4.02.01 Eaves

Design standards for eaves are enumerated in Section 17.52.410 of the Folsom Municipal Code.

## 4.02.02 Architectural Features

Design standards pertaining to architectural features are enumerated in Section 17.52.420 of the Folsom Municipal Code. Exceptions to the percentage limits stated therein may be granted by the Historic District Commission for existing features or to allow for historical reconstruction of a previously existing feature in conformity with the goals and policies of Chapter 17.52 and these Design and Development Guidelines.

## 4.02.03 Decks

Design standards for attached or detached decks or patios 30 inches above grade or higher are enumerated Section 17.52.430 of the Folsom Municipal Code. Attached or detached decks or patios 30 in. above grade or lower are exempt from design review and setback requirements. Attached (separated by 1 ft. or less) decks and porch floors higher than 30 in. above grade (measured at setback line of structure to which it is attached) are treated as architectural features for design review and setback purposes. Detached decks and patios higher than 30 in. above grade are treated as landscape features for purposes of design review and setback requirements. In conjunction with review of any deck or patio, the Historic District Commission shall consider potential impacts on privacy of neighboring uses. For example, a deck located with a direct view into a neighboring house would be of more concern than one adjacent to a garage wall.

## 4.03 MECHANICAL EQUIPMENT

**B**ecause of its incompatibility with the design time frames of much of the Historic District and the inherent aesthetic drawbacks, mechanical equipment should be concealed where feasible. Front yard and unfenced street side yard locations are not appropriate unless equipment is effectively screened. Potential noise impacts should be addressed in siting and screening.

## 4.04 FENCES, LANDSCAPE FEATURES, AND PLAY EQUIPMENT

**B**esides safety, the City's purpose in regulating fences and landscape features is primarily to inform property owners of the impact such construction has on the historical and aesthetic character of a home or neighborhood and to seek voluntary support of the community goal of preserving and enhancing the character of the Historic District. Preference in any required review will be toward granting the property owner's request unless it is unsafe or the effect on the character of the Historic District would be notably deleterious.



### 4.04.01 Fences

Design standards for fences are enumerated in Section 17.52.440 of the Folsom Municipal Code. Fences are a significant contributing factor to a home's or neighborhood's character. Fence height in front yards is to be low, not exceeding 42 in., opening the home to public view for aesthetic and safety reasons. Rear and side fencing may be higher for privacy, not to exceed 6 ft. Fence design, location, and materials are subject to the design review process and must comply with clear-vision triangle policy (see Section 4.09). The Historic District Commission will determine how these policy apply to homes or lots which are not conventionally configured.

### 4.04.02 Landscape features

Design standards for landscape features are enumerated in Section 17.52.450 of the Folsom Municipal Code. Patio trellis covers, fountains, statuary, and similar decorative semipermanent yard improvements (not including plant materials) are considered landscape features rather than accessory structures. A general principle for designing and approving landscape features is that they are to be designed according to the design concept and intent of the Subarea or Primary Area in which they are located and are to be smaller in every dimension than the main structure. A minimum setback of 3 ft. is required from property lines except that if the property line abuts a street or alley right-of-way, no setback is required; there is no exception for portions of landscape features to extend into the required setback. There is no setback requirement from a main or accessory structure, nor from another landscape feature. Landscape features which are not permeable are counted in calculations of lot coverage. Some landscape features are subject to design review as shown in the chart that follows. The general principle is that low, small design features are exempt, but that high, large features which catch the public's eye are to be reviewed. A feature whose size, location, or height would normally exempt it from design review is subject to review if the Historic District Commission finds that multiple landscape features are aggregated into the equivalent of a landscape feature which would require review. A feature is considered to be in public view if it is in an unfenced, low-fenced, or open-fenced yard such that the eye is readily drawn to the feature when viewed from a typical street location (not an alley).

Requirement for Design Review of Landscape Features			
Location/Characteristic of Proposed Feature	Size of Proposed Feature		
	≤60sf	≤120sf	≥120sf
Higher than permitted fence height of location	Yes	Yes	Yes
Front Yard	No	Yes	Yes
Street side yard, in public view	No	Yes	Yes
Rear yard, in public view	No	No	Yes
Rear yard or side yard, not in public view	No	No	No

### 4.04.03 Play equipment

Design standards for play equipment are enumerated in Section 17.52.460 of the Folsom Municipal Code. Play equipment such as jungle gyms, tree houses, sports courts, basketball standards, and other similar equipment is exempt from design review and setback requirements if it is no larger than 120 sq. ft. and no higher than permitted fence height. Play equipment larger than 120 sq. ft. or higher than permitted fence height is subject to design review unless not in public view. Equipment is considered to be in public view if it is in an unfenced, low-fenced, or open-fenced yard such that the eye is readily drawn to the equipment when viewed from a typical street location (not an alley). Play equipment larger than 120 sq. ft. must observe a 5-ft. setback from all property lines. Play equipment which is not permeable is counted in calculations of lot coverage. Equipment whose size, location or height would normally exempt it from design review is subject to design review if the Historic District Commission finds that multiple pieces of equipment are aggregated into the equivalent of equipment which would require review.

### 4.05 SWIMMING POOLS AND SPAS

Design standards for swimming pools and spas are enumerated in Section 17.52.470 of the Folsom Municipal Code. Although private pools and spas were not common in the 1850-1950 era, they are permitted in all Primary Area's and Subareas. A conditional use permit and design review are necessary for any pools or spas to be installed in public view. A pool or spa screened from public view is subject only to the regulations of the Folsom Municipal Code.

### 4.06 ACCESSORY STRUCTURES

Design standards for accessory structures are enumerated in Section 17.52.480 of the Folsom Municipal Code. Any detached permanent or semipermanent solid-roofed structure located on a parcel on which a primary structure has been constructed or approved, and housing a use which is complementary and subsidiary to that of the main structure, is considered an accessory structure under these Design and Development Guidelines. Accessory structures are permitted on any lot in the Historic District and are generally subject to the design concepts and use provisions of the main structure. An accessory structure should not exceed the main structure in length, width or height and should be complementary to its design. Design review and setback requirements are as shown in the following charts (see also Section 4.07).

<b>Setback Requirements for Accessory Structures</b>			
<b>Setback Line</b>	<b>Size of Proposed Accessory Structure</b>		
	<b>&lt;60 sq. ft.</b>	<b>&gt;60 sq. ft. &lt;120 sq. ft.</b>	<b>≥120 sq. ft.</b>
1. Front property line of main structure	None	20 ft.	20 ft.
2. From street sideyard property line corner lot	None	5 ft.	5 ft.
3. From interior side property line	None	5 ft.	5 ft.
4. From rear property line	None	5 ft.	5 ft.
5. From primary structure or other accessory structure	None	6 ft.	6 ft.
6. From landscape feature	None	None	None

<b>Design Review Requirements for Accessory Structures</b>			
<b>Location/Characteristic of Proposed Accessory Structure</b>	<b>Size of Proposed Accessory Structure</b>		
	<b>≤60 sq. ft.</b>	<b>&gt;60 sq. ft. &lt;120 sq. ft.</b>	<b>≥120 sq. ft.</b>
1. Higher than permitted fence height of location	Yes	Yes	Yes
2. Front yard of main structure	No	Yes	Yes
3. Street sideyard of main structure, in public view	No	Yes	Yes
4. Rear yard of main structure, in public view	No	No	Yes
5. Rear or side yard, not in public view	No	No	No

The general principle is that low, small structures (such as a doghouse) are exempt but that large, high structures which catch the public's eye or affect neighboring uses should be reviewed and should maintain appropriate setbacks. A structure which would normally be exempt from design review or setback requirements because of size is subject to these requirements if the Historic District Commission finds that multiple structures are aggregated into the equivalent of a structure which is not exempt.

Accessory structures are permitted the same latitude as primary structures for architectural features to extend into required property line setbacks, but setbacks between an accessory structure and the main structure and between accessory structures are absolute. An accessory structure is considered to be in public view if it is in an unfenced, low-fenced, or open-fenced yard such that the eye is readily drawn to the structure when viewed from a typical street location (not an alley).

The layout of the Judah lots has had the effect of causing most homes to be constructed facing the longer streets (Leidesdorff, Sutter, Figueroa, Mormon, Natoma, Persifer, Bidwell). However, some homes have been constructed facing the shorter streets. In the case of a corner lot developed in that

manner, placement of accessory structures is an important consideration. The intent is to maintain a streetscape view of homes with similar setbacks, not of accessory structures which are closer to the street. Therefore accessory structures to be located in back yards which have frontage on the above streets should maintain a setback from the street no less than that of the main structure on the same lot or the main structure on the adjacent lot with frontage on the same street, whichever is smaller.

## 4.07 ACCESSORY DWELLING UNITS, INCLUDING SECOND UNITS *(CONDITIONAL USE PERMIT REQUIRED)*

**D**esign standards for accessory dwelling units and second units are enumerated in Sections 17.52.490 and 17.52.500 of the Folsom Municipal Code. "Accessory dwelling unit" refers to a unit which is subsidiary to the primary use of the site, which may be commercial or residential. The term "second unit" is used more narrowly, to describe a subsidiary residence located on a single-family lot.

The following comparison is given to aid in distinguishing a parcel with a second unit from a parcel containing two standard dwelling units.

- \* One primary unit and one second unit
- \* One unit must be owner-occupied
- \* Not counted in density calculations
- \* One unit is subsidiary to the other in size and appearance (attached or detached)
- \* May not be sold separately
- \* Minimum lot size of 6,000 square feet
- \* May exceed lot coverage requirement by 5%
- \* Requires conditional use permit
- \* Maximum size of 1200 square feet

### **Two standard dwelling units**

- \* Either unit may be owner-occupied or rented
- \* Density must be allocated by Historic District Commission
- \* Two stand-alone units (attached or detached)
- \* Must maintain lot coverage requirement
- \* Can consider subdividing lot
- \* No specified minimum lot size (except in conjunction with subdividing or density allocation)
- \* Requires conditional use permit
- \* No specified size of structure

Except as modified in this section, an accessory dwelling unit is subject to the standards for the main structure in the Primary Area and Subarea in which it is located. The City's ability to regulate second units is directed by state law, which encourages second units as a means to improve housing affordability. Accessory dwelling units in commercial or residential Primary Areas or Subareas require a conditional use permit. The following provisions apply to all accessory dwelling units; provisions applicable only to second units are so noted. See also Section 4.06.

#### 4.07.01 Design

An accessory dwelling unit must meet the design standards of the Subarea in which it is located, must be visually unobtrusive, and must be coordinated in appearance with the primary structure. The necessary degree of unanimity with the primary structure's design and materials and with historic authenticity is to be determined by the Historic District Commission, based on the significance rating of existing structures on the site and in the vicinity. If a transition plan has been approved for the site, an accessory dwelling unit's design should be consistent with the transition plan rather than existing structures. Design of an accessory dwelling unit in a commercial Primary Area or Subarea should take into consideration the potential for conflict between the residential use and the business use. See also Section 4.15.

In designing and approving second units, the applicant and Historic District Commission must consider the impact of the alleyscape as well as streetscape on the single-family character of the neighborhood. Factors to be considered include creating variety in setbacks and creating distance between structures, maintaining landscaping and tree cover, and minimizing traffic impacts. Not every site will be suitable for a permanent second unit.

#### 4.07.02 Location

To the extent feasible, detached second units should be located in rear yards, using alley access. Attached units should be located to reduce their identifiability as additional residences. In commercial Primary Area's or Subareas the preferred location of accessory dwelling units is above or to the rear of a commercial or industrial use, to reduce exposure of residents to the impacts associated with commercial areas.

#### 4.07.03 Occupancy

Either the second unit or its primary unit must be occupied by the owner(s) of record. Exceptions to this policy may be granted by the Historic District Commission in hardship circumstances for limited periods of time, such as probating the estate of a deceased owner-occupant. If long-term use of the property as two non-owner-occupied units is contemplated, an allocation of density must be requested from the Historic District Commission; in other words, the status would need to be changed from "primary unit/second unit" to "two standard dwelling units" in order to

accommodate this proposal. Such a change may be appropriate if the Historic District Commission finds that there will be no significant adverse change to the character of the neighborhood. There is no occupancy restriction on accessory dwelling units in commercial Primary Area's or Subareas, but the potential for conflict between residents and businesses is reduced if the resident is an employee or owner or is otherwise associated with the business.

#### 4.07.04 Entries

To maintain the single-family character of a neighborhood, entry doors of second units must be screened from public view from streets. Entries of accessory dwelling units on commercial or industrial sites must be separated, to the extent feasible, from commercial or industrial access ways.

#### 4.07.05 Lot area

In order to maintain the single-family character of the neighborhood and avoid overbuilding the parcel, only lots with an area of 6,000 sq. ft. or larger are eligible for second units. There is no lot size restriction for allowing accessory dwelling units in commercial Primary Area's or Subareas.

#### 4.07.06 Unit density

For purposes of evenly distributing impacts on neighborhoods and infrastructure, there shall be no more than one second unit per parcel. If, in the opinion of the Planning, Inspections and Permitting Director, a proposal for accessory dwelling unit(s) would constitute the primary use of a site, a conditional use permit is required, to maintain consistency with the intent of the Primary Area or Subarea in which the site is located.

#### 4.07.07 Lot width

There is no minimum lot width for determining the appropriateness of an accessory dwelling unit for the site.

#### 4.07.08 Lot coverage and unit size

Accessory dwelling units are subject to the lot coverage requirements of the Primary Area or Subarea in which they are located except that a lot containing an accessory dwelling unit may exceed the Subarea's lot coverage requirement by 5%. For example, a lot which contains a second unit in the Central Subarea may reduce the required pervious surface area from 45% to 40%.

A second unit, whether attached or detached, can not exceed the square footage of the primary unit or 1,200 square feet, whichever is smaller. The size of a detached second unit in a mixed-use accessory structure may be limited further by the overall permitted size of the accessory structure. A detached second unit should not occupy an accessory structure that exceeds the primary unit in length, width or height. Either the second unit or the primary structure may be constructed first; if this provision creates ambiguity in determining which is the primary and which the secondary unit for purposes of determining compliance with other provisions, the Historic District Commission shall designate which is which, taking design and other compatibility impacts into consideration.

Total square footage of all accessory dwelling units shall not exceed the total square footage of all commercial and industrial uses on the site. For example, a parcel with 2000 sq. ft. of retail space would be allowed up to 2000 sq. ft. of accessory dwelling unit space, whether located in the same structure or separately constructed.

#### 4.07.09 Height

An accessory dwelling unit may not exceed the height requirement of the Primary Area or Subarea in which it is located. A detached accessory unit should be lower in height than the primary structure when viewed from the street.

It may, from time to time, be appropriate for the Historic District Commission to permit a two-story accessory structure containing a second unit on a lot whose primary structure is one story in height. Provision of affordable housing is one circumstance which might justify the additional height. In such circumstances, the height of the accessory structure should be no greater than 5 feet taller than the main structure in order to assure that the structure is not visually obtrusive.

#### 4.07.10 Setbacks

Accessory dwelling units attached to the main building are subject to the setback requirements of that structure. Setback requirements for detached second units and those attached to an accessory structure are 5 ft. from side and rear property lines, 20 ft. from front property line, and 6 ft. from other structures larger than 120 sq. ft.

#### 4.07.11 Signs

In order for second units to remain unobtrusive, only temporary signage is allowed, in accordance with the regulations of the Primary Area or Subarea in which a unit is located. An exception to this requirement is made for appropriate building markers and nameplates. Accessory dwelling units

in commercial areas are not appropriate locations for commercial signage, except for home occupations or real estate signs.

#### 4.07.12 Parking

Parking spaces for accessory dwelling units must meet the standards of the Primary Area or Subarea in which a unit is located, in addition to the space(s) required for the primary use.

#### 4.07.13 Landscaping

In order to facilitate affordable housing, the landscaping requirement of the Primary Area or Subarea in which an accessory dwelling unit is proposed may be reduced through the design review process, if necessary to accommodate the unit, but landscaping should not be entirely waived.

### 4.08 SIGNS

Signs are necessary to the vitality and success of Historic Folsom and are an integral part of the built environment. Therefore selection of sign design and placement deserves the careful attention of both the City and the sign's owner. Signage in Historic Folsom is directed by the provisions of this section, the individual Primary Area or Subarea in which a sign is to be located, any other relevant provisions contained in these Design and Development Guidelines, and the Folsom Municipal Code's sign ordinance. Where differences exist, the provisions of Chapter 17.52 of the Folsom Municipal Code apply. If ambiguity exists, the Historic District Commission is charged with interpretation to clarify the proper application of regulations.

#### 4.08.01 Design, materials, and location

Signage permitted on a building must respect the architectural features of the building and shall be designed to complement those features, not as competition or a cover-up.

Signage appropriate to the site and its structures shall take precedence over signage appropriate to the use.

Extremes in design, such as day-glo orange or oversize arrows, should be avoided.



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Signs must be constructed of wood, metal, glass, or stone or of synthetic materials which faithfully reproduce the appearance of permissible materials. Metals such as aluminum or stainless steel are not appropriate. Individual Primary areas or Subareas may specify additional materials restrictions. Color is not subject to approval except as included in a Uniform Sign Program or as may constitute an "extreme" design.

No fluorescent or reflective surfaces are permitted, except where required by the City for safety purposes if no other effective alternative exists.

All signs, whether exempt or requiring a sign permit, must maintain the historical character of the Primary Area and Subarea in which they are located. Essentially modern signs, such as charge-card decals, may be utilized without detracting from the historical character if they are small and unobtrusive.

Sign illumination requires approval of the Historic District Commission unless specifically permitted by Primary Area or Subarea regulations.

Appropriate placement of signage shall be considered in design review of new structures and frontage remodeling of existing structures.

Signage for a given use must be addressed in the approval of any conditional use permit.

Locations within the Historic District may be considered for joint-use subdivision directional signs, subject to review of design and location by the Historic District Commission.

Signs in scenic corridors are subject to design review by the Historic District Commission. The design must be appropriate to the Subarea and Primary Area, and the sign must be non-illuminated or externally illuminated.

Freestanding signs must be located in landscaped areas, except for exempt directional and similar signage.

#### 4.08.02 Review and permits

A sign permit must be obtained prior to installation of any non-exempt sign. Design review is required prior to approval of a sign permit.

Any necessary building permit must be obtained prior to installation of any sign.

By applying for and utilizing a sign in or above the public right-of-way, the owner agrees to place, maintain, and remove the sign in accordance with prudent practices for safety, workmanship, and appearance, and to remove the sign immediately upon request by the City.

A Uniform Sign Program (USP) must be approved for any building on which more than three non-exempt signs are displayed or proposed. The requirements and process for the USP are as described in FMC 17.59 except that the Historic District Commission is responsible for approval and the standards for approval are based on consistency with the historical character and requirements of the Primary Area and Subarea in which the building is located.

A Temporary Sign Permit may be issued by the Planning, Inspections, and Permitting Director for temporary signs as defined in FMC 17.59 except that the maximum temporary signage may not exceed a total of 50 sq. ft. per business with 100 ft. or less of primary building frontage. Businesses with more than 100 ft. of primary building frontage are permitted an additional 1 sq. ft. of temporary signage for each additional lineal foot of primary building frontage up to a total maximum sign area of 100 sq. ft. Materials which may be used are limited to the same materials allowed for permanent signage, plus paper and fabrics.

A Special Event Sign Permit may be issued in the Historic District by the Planning, Inspections, and Permitting Director for signage types and designs which were used in the 1850-1950 time period, such as bunting, flags or banners.

#### 4.08.03 Exempt signage

Use of exempt signage constitutes acceptance by the business owner of the responsibility to maintain historic character in design, materials and placement. If, in the opinion of the Historic District Commission, the business owner fails in the obligation, the Commission, after a public hearing, may withdraw the privilege of exemption for that business and may set a time for removal of the inappropriate signage. Upon withdrawal of the privilege of exemption, any sign type which was previously exempt may only be utilized by that business after obtaining a sign permit. The withdrawal may be permanent or for a specified time period; the business owner may request Historic District Commission reconsideration of the withdrawal no sooner than three months after its imposition.

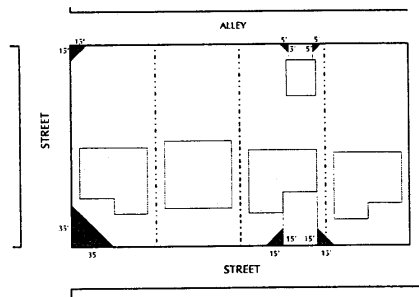
The Historic District Commission also reserves the right to limit the number of a business's incidental signs which are exempt if the Commission finds, after a public hearing, that excessive use of such signs has effectively created business signage in excess of the amounts permitted under these Design and Development Guidelines.

Signs exempt under FMC 17.59 are exempt in historic Folsom except as follows:

1. An individual Primary Area or Subarea may further restrict use of exempt signage.
2. Commemorative wall signs, wall signs indicating the historical significance of a site or building, and building markers are exempt if part of an overall program approved by the Historic District Commission on a District-wide or localized basis.
3. Exempt house numbers are to be externally illuminated. Although exempt from the need to obtain a sign permit, house numbers are required to be brought into compliance with the City Fire Department standards in conjunction with new construction. In the Historic District area, the house numbers are to be a minimum of four inches in height, of a color contrasting with the building for visibility purposes, visible and readable from the street fronting on the property, and externally illuminated in a manner consistent with the design concept and intent of the District or Subarea in which the structure is located.
4. Real estate signs for commercial property are exempt per Section 17.59.030,C,12b, except that the maximum sign area is 16 sq. ft. for parcels of 1 acre or less and 32 sq. ft. for parcels larger than 1 acre.
5. Permanent noncommercial and window signs require design review.
6. Under-canopy signs are not exempt.
7. Directory signs internal to the site within an integrated development are not exempt unless they are not readable from the public right-of-way.
8. Since drive-through lanes are not appropriate in the Historic District, menu/order board signs are not exempt.
9. Face changes to non-exempt signage are subject to design review when the proposed sign face is a different design than the previously approved sign face.

## 4.09 Clear-vision Triangles

The purpose of clear-vision triangle regulations is to improve safety by providing motorists, cyclists and pedestrians with a clear field of vision at intersections, to the extent that a uniform standard can achieve it. A clear-vision triangle is defined as the required clear cross-visibility area unobstructed by any sign or landscape installation between 30 in. and 7 ft. above the surface of the public sidewalk as follows:



- a. At any corner formed by intersecting streets, the cross-visibility area shall be a triangle having 2 sides 35 ft. long and running along each curb line, said length beginning at their intersection and the third side formed by a line connecting the 2 ends.
- b. At any corner formed by the intersection of an alley and street, the cross-visibility area shall be a triangle having 2 sides 15 ft. long and running along an alley edge and the curb line of the street, said length beginning at their intersection, and the third side formed by a line connecting the 2 ends.
- c. At any corner formed by the intersection of a driveway/alley and a commercial or industrial driveway, the triangle legs shall be 15 ft., measured as above.
- d. At any corner formed by the intersection of an alley and a residential driveway, the triangle legs shall be 5 ft., measured as above.

Where no curb or sidewalk has been installed, the triangle legs shall be located as if improvements were in place, as shown in Chapter 3.

Within this triangle vegetation and trees shall be maintained and pruned to keep clear the area within the triangle which is between 30 in. and 7 ft. above ground level. Except for necessary public safety pole signs, signs are not permitted within the clear space. These provisions may be adapted by the Historic District Commission to fit the circumstances of a particular site, to achieve the appropriate level of safety for that site.

## 4.10 PRESERVATION AND RATING OF HISTORIC STRUCTURES

The Director of Planning, Inspections and Permitting will determine a methodology for evaluating the historical significance of existing structures or natural features within the Historic District. At the time any development application is presented to the Historic District Commission for consideration, the Director of Planning, Inspections and Permitting shall advise the Historic District Commission of any historically significant features on the structure or site proposed for development. The Historic District Commission will consider preservation of such features in connection with the review of the development application.

The Planning, Inspections and Permitting Department shall be a resource for information concerning registration of historically significant structures on state or federal historical registries. The Planning, Inspections and Permitting Department shall formulate criteria for the evaluation of the historical significance of structures within the Historic District and shall present those criteria to the Historic District Commission for consideration. The Historic District Commission shall thereafter adopt a procedure for local registration of historically significant structures. Owners of property within the Historic District can apply for registration of their structures under the criteria adopted by the Historic District Commission, and the Director of Planning, Inspections and Permitting shall maintain a local inventory of all structures approved for inclusion on that inventory by the Historic District Commission.

## 4.11 REMODELING

In contrast to repair, remodeling requires the approval of the Historic District Commission. "Repair" means the reconstruction, restoration or mending of any part of an existing structure for the purpose of preserving or retaining the characteristics or operation of the structure. "Remodeling" means the change, addition or modification of the size, style and/or construction of a structure.

The goal of any remodeling is to maintain or improve a structure's value to the owner and the community by achieving good design and historic appropriateness, to the greatest extent feasible. Remodeling which is readily visible to the public, in the opinion of the Planning Inspections and Permitting Director, is subject to the review and approval of the Historic District Commission. As a general rule, remodeling the front of a structure or the side facing a street is subject to review, but rear and interior sides are not. For significant structures, however, remodeling of any building side is subject to review.

In evaluating a remodeling request, the Historic District Commission shall consider:

1. The property owner's and community's benefit.
2. The structure's architectural and historical value.
3. Resources available for historic authenticity purposes, such as historical and architectural documentation, materials availability, and financing.

Except in cases of neglect or damage which warrant intervention for safety or building preservation, the City shall not impose a time frame on property owners to remodel a building which does not meet the standards and guidelines set forth herein. (See also Section 4.16.) Instead, at the time a property owner voluntarily undertakes a substantial remodeling or replacement, the Historic District Commission will show preference in its review process for plans which move a

structure toward greater conformance with Chapter 17.52 and these Design and Development Guidelines, either immediately or over time through an approved transition plan.

As a part of any remodel which results in a structure that differs in significant respect from the original appearance, the owner shall place and maintain a building marker identifying the change, to the satisfaction of the Historic District Commission.

### 4.11.01 Guidance for remodeling

#### 4.11.01(a) Preference

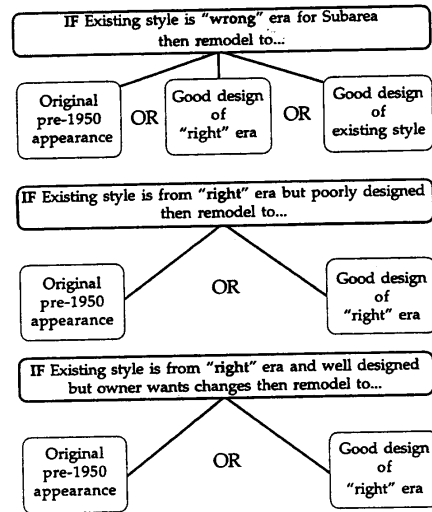
Returning a building to its original, pre-1950 appearance.

#### 4.11.01(b) Second preference

Good design of the "right" era for the Subarea, with exceptions only for continuing a building's original or existing style.

The chart at the top of the next page provides guidance for approving remodeling plans.

NOTE: Remodeling plans can be phased in over time through a transition plan approved by the Historic District Commission. (See Section 4.12 which follows)



## 4.12 TRANSITION PLAN

The Historic District Commission may approve a transition plan for circumstances in which it is necessary or desirable to achieve conformity with Chapter 17.52 and these Design and Development Guidelines in stages over time. An approved transition plan will include a description of the final conforming product and the phasing necessary to achieve it, including visual representations and time for completion of each phase and the entire project. Except during periods of active work, the site should be left in an aesthetically attractive condition, in and of itself or through use of appropriate screening.

A transition plan is appropriate to bring a legal nonconforming structure, or part thereof, into conformity, and it may be particularly useful when a structure sustains sudden damage from fire or other unforeseen event. As long as work is proceeding according to an approved transition plan, the structure is considered to be a conforming structure.

A transition plan may be appropriate as an alternative to immediate removal of an illegal nonconforming structure if safety is not compromised.

A transition plan is also appropriate for repairs or modifications requiring an extended period for completion.

An approved transition plan may allow interim use of nonconforming styles and materials and may require deposit of an appropriate surety to guarantee proper and timely completion of the plan.

## 4.13 MOVING OR DEMOLITION OF STRUCTURES

Moving or demolition of structures in Historic Folsom is subject to review and approval of the Historic District Commission pursuant to the criteria established in Chapter 17.52 of the Folsom Municipal Code. Moving or demolition of structures with historic value should be approved only when all other options have been exhausted by the property owner and the City. Obviously, demolition destroys a historic resource. Similarly, the historic value of a structure is significantly diminished if it is moved from its original site. Removal from Historic Folsom or demolition may be more readily approved for structures which do not comply with the goals, policies, and regulations of Chapter 17.52 and these Design and Development Guidelines than for contributing structures.

### 4.13.01 Moving

Both moving a structure presently located in Historic Folsom and moving one into Historic Folsom from another area are subject to the review and approval of the Historic District Commission. Moving a structure located in the Historic District shall be governed by the provisions of Section 17.52.650 of the Folsom Municipal Code. In addition to the criteria stated therein, in evaluating an application to move a contributing structure which is currently located in Historic Folsom, the Commission shall take guidance from the following priority listings, all stated in order of preference:

Priority 1: An alternative that will address both the property owner's and the community's goals without moving the structure or, if not feasible, then

Priority 2: Moving the structure to

- 2.i. A location on the same site,
- 2.ii. A site in the same Subarea,
- 2.iii. A site in another Subarea within Historic Folsom,
- 2.iv. A site outside Historic Folsom but within the City limits,
- 2.v. A site outside the City limits but within Folsom's sphere of influence,
- 2.vi. A site outside of Folsom.

In evaluating an application to move a structure into or out of Historic Folsom, or from site to site within Historic Folsom, the Commission shall consider whether the moved structure, together with any site modifications, will advance the goals and policies of Chapter 17.52 of the Folsom Municipal Code and these Design and Development Guidelines, and will comply with applicable regulations.

In evaluating an application to remove a structure from the bounds of Historic Folsom, the Commission may consider, to a reasonable extent, whether the structure can successfully meet the requirements of the new site.

#### 4.13.02 Demolition

Demolition of a structure shall only be allowed by the Historic District Commission after consideration and application of the criteria enumerated in Section 17.52.660 of the Folsom Municipal Code.

### 4.14 CONSTRUCTION

#### 4.14.01 Building Code

The City's intent is to implement permit and inspection policies that will give consideration to the special nature of restoration projects of buildings in the Historic District. Provisions can



include reduced fee programs, periodic inspections, and options for allowing generous timeframes for permits to remain valid, in order to allow property owners the opportunity to preserve the historical value of their buildings and still comply with appropriate fire and life-safety standards.

In recognition of the desirability of promoting both safety and historic preservation, the City of Folsom authorizes use of the Historical Building Code for any structure, within the boundaries of the Historic District, which was originally built in 1950 or earlier. In the Persifer-Dean Subarea the time period is extended to 1960. "Reasonableness" should be the standard in decisions regarding levels of safety to be achieved.

The Sutter Street Subarea presents a special challenge for owners, designers, staff, and decision-makers on such issues as fire protection, seismic safety, and handicapped access. Decisions must be made on a building-by-building basis, at the time of any proposed construction, and property owners should be conscious of the safety condition of their particular buildings and plan accordingly. If there is an impasse on how to resolve a particular circumstance, the State Historical Building Commission can provide assistance.

#### 4.14.02 Public improvements

The City's intent is to assure an appropriate level of development of curb, gutter, sidewalks, street lighting, and other improvements to public and private street rights-of-way. The level of improvements necessary or desirable in the Historic District will be evaluated by the Historic District Commission in the context of safety, historic appropriateness, and aesthetics. All commercial-area projects are required to install public improvements to the satisfaction of the Public Works and Planning, Inspections, and Permitting Departments in accordance with schematic designs in Section 3.03, Infrastructure. The Historic District Commission will review exception or variance requests relating to appearance and overall function; staff will review technical issues. On an individual public or private project, the Historic District Commission may require, as part of its discretionary approval, that certain improvements be installed, reconstructed, repaired, or removed as part of the project in order to address site-specific issues relating to safety or unusual circumstances. However, a standard practice of requiring full improvements in residential or open-space areas will only be required as part of an overall plan for orderly construction. See also Section 3.03, Infrastructure.

#### 4.14.03 Encroachment

An encroachment permit is required for any structure or part thereof to encroach into public right-of-way. Issuance of encroachment permits for this purpose should be avoided but may be appropriate in areas where full right-of-way utilization by the City is not anticipated and for structures with historical or affordable housing value to the community, in which case the permit must include acknowledgment that the property owner or future owner is obligated to remove the encroachment promptly on request of the City, in a manner consistent with the provisions of these Design and Development Guidelines for remodeling or removing structures. Minor encroachments

which are not safety hazards and which are otherwise permissible do not require an encroachment permit; such encroachments are subject to removal, however, if circumstances warrant. An example of an encroachment subject to removal would be excessive or repeated use of a public sidewalk to display merchandise.

## 4.15 COMPATIBILITY BETWEEN USES

Compatibility between uses is a goal of every approval, but the responsibility for effecting compatibility is not always clear. In its action on design and use applications, the Historic District Commission will take guidance from the following hierarchy, making modifications appropriate to particular circumstances. Compatibility issues for which there is no pending design or use application may be decided by the Commission upon application for a compatibility ruling by the affected parties. Acquisition of property adjacent to a Primary Area or Subarea boundary line constitutes acceptance of responsibility to accommodate reasonable requests to improve compatibility between the two Primary Area's or Subareas.

### Compatibility hierarchy

1. If there is a violation of a City standard, the use which is in violation is responsible for correcting the violation.
2. If there is no violation of a City standard or if no standard exists:
  - a. When a commercial, industrial, or public use creates a significant intrusion on a residential use in the Historic Residential Primary Area, the burden of reducing the intrusion to an acceptable level (as determined by the Historic District Commission) falls on the commercial, industrial or public use, except that if the commercial, industrial or public use's intrusive activity was in existence prior to the affected property owner's acquisition of the property, the burden is shared.
  - b. When a commercial, industrial, or public use creates a significant intrusion on a residential use located in the Historic Commercial or Natoma-Riley-Bidwell Primary Area, the burden is shared.
  - c. When a commercial, industrial or public use creates a significant intrusion on another commercial, industrial, or public use, the burden is shared.
  - d. When a residential use creates a significant intrusion on a commercial, industrial, residential, or public use, the burden is shared.

## 4.16 NONCONFORMING USES, STRUCTURES, AND LOTS

Any use or structure, or part thereof, legally in place as of the effective date of Ordinance No. 890 which effected amendments to Chapter 17.52, may continue as a legal nonconforming use or structure. Likewise, plans for any use or structure approved as of the effective date of Ordinance No. 890 becomes effective may be carried out as approved. Any extension of such approval, for which the applicant was entitled to apply as of the effectiveness date, may be granted according to the regulations in effect prior to the effectiveness date; if granted, such extension will be considered the same as an approval granted before the effectiveness date. In order to establish legal nonconforming status, a property owner may be asked to use his/her best efforts to produce proof of the legality of such structure or use as of the effectiveness date, to the satisfaction of the Planning, Inspections and Permitting Director. The City will also use its best efforts to find proofs. Acceptable proofs include such items as approved construction plans; certificates of occupancy; copies of zoning regulations on the date of commencement; minutes of Planning Commission, Historical Committee, or City Council meetings; or similar materials deemed adequate by the Planning, Inspections and Permitting Director, excluding business licenses. In the absence of definitive proof, the Planning, Inspections and Permitting Director will make a determination based on available evidence, stating in writing the basis for this conclusion.

Illegal nonconforming uses or structures must be made to conform or must be removed.

### 4.16.01 Nonconforming uses

A use is determined to be legally nonconforming if it is not permitted under provisions of the Folsom Municipal Code Chapter 17.52 and Design and Development Guidelines but was legally in place, with licenses and permits in current status, at the time of adoption of Ordinance No. 890 which amended Chapter 17.52.

A legal nonconforming use of land or of a building may continue, subject to both of the following conditions:

1. The use shall not be expanded, extended or enlarged in any manner beyond its existing scope at the time of the adoption of Ordinance No. 890.
2. The use shall not be changed, except to a similar nonconforming use or to a use that conforms to the regulations of Chapter 17.52.

## 4.16.02 Nonconforming structures

A structure or part thereof is determined to be legally nonconforming if it was legally in place on the effectiveness date of Ordinance No. 890 but by reason of style, construction or placement it does not meet the standards or intent of the Primary Area or Subarea cause a structure or part thereof to be deemed nonconforming.

Any structure with legal nonconforming status may continue, subject to all the following conditions:

1. It is maintained in good repair, as determined by the Chief Building Official.
2. The nonconformity is not increased, as determined by the Planning, Inspections and Permitting Director. Examples of actions which increase nonconformity include, but are not limited to, the following:
  - a. New construction which increases the size of the structure's footprint or roof overhang area within a required setback or which intensifies the use of such area, such as adding a bay window to a room which already extends into a required side yard or converting a similarly placed garage into a family room.
  - b. Replacement of an existing nonconforming sign structure with a new one of the same general dimensions and placement, excluding normal maintenance such as replacing a worn part or repainting as allowed by the original approval.
  - c. Replacement of conforming materials with nonconforming materials.

Owners of nonconforming structures which sustain damage should not expect to make permanent repairs or reconstructions which are nonconforming in nature. Instead, repair or replacement should improve a structure's conformity. When it is not feasible to promptly cause full conformity, a transition plan may be approved by the Historic District Commission.

Whether legally in place or not, a structure or feature which was not original may be deemed nonconforming if its existence prevents listing on the National Register of Historic Places of an otherwise eligible structure or site or, in the opinion of the Historic District Commission, significantly degrades a locally significant structure or site.

The Historic District Commission may grant conforming status to structures, or parts thereof, which would otherwise be deemed nonconforming if it finds that the structure or structural feature is of exceptional design value, contributes significantly to the goals and policies of the FMC Chapter 17.52 and Design and Development Guidelines is not detrimental to its neighborhood, and is appropriate to be a permanent feature of historic Folsom. For example, conforming status may be granted to post-1900 structures in the Sutter Street Subarea which contribute to the intents and concepts of the Subarea or to an outstanding example of a post-1950 style which is not well represented elsewhere in the City.

#### 4.16.03 Nonconforming lots

See Section 4.18 of the Design and Development Guidelines.

### 4.17 DENSITY AND INTENSITY OF USE

This section provides policy guidance to property owners and decision-makers regarding the proper application of General Plan residential density provisions and the appropriate intensity of commercial and residential uses.

The General Plan Land Use Map shows the following designations within the Historic District: Specialty Commercial (CA), Community Commercial (CC), Single-Family High Density Residential/Mobilehome (SFHD), School, Open Space, Park, Public. (See Figure 2-1.)

#### 4.17.01 Residential density

Within the Historic District area, the available residential density is to be distributed to individual properties by the Historic District Commission, in accordance with the principles set forth in Chapter 17.52 and these Design and Development Guidelines. The goal is not to maximize development but instead to maintain residential densities consistent with the development pattern established by the Theodore Judah map of 1855 and the early property owners' actual development and use. Contemporary issues, such as density concentration for transportation and air quality purposes, may be accommodated if the Historic District Commission finds that the proposal supports the historic preservation goals and policies, without significant detrimental impact.

The majority of the total residential density is to be devoted to single-family detached dwellings on individual lots. The remainder may be allocated to ancillary residential uses in commercial areas and to small multi-family projects ranging in size from duplexes to small apartment projects (approximately 12 units each or smaller) in commercial or residential areas.

The following precepts provide guidance to the Historic District Commission in allocating available density and in preparing recommendations regarding any General Plan density amendments which may be proposed.

1. Any legal parcel existing within the Historic Residential Primary Area at the time of adoption Ordinance No. 890 may be developed with at least 1 dwelling unit. For substandard legal lots variances to height, bulk, and space requirements may be considered.
2. Any parcel legally created within the Historic Residential Primary Area after adoption of Ordinance No. 890 and which follows lot lines of the original 1855 Judah subdivision may be developed with at least 1 dwelling unit.
3. A second unit may be constructed on any residential lot which the Historic District Commission determines is physically suited for such development. For criteria, see Section 4.07 of these Design and Development Guidelines.
4. Preservation and enhancement of the City's historic resources defined for purposes of this section as including the community's historic design and uses, historic design and uses on individual properties, and appropriate maintenance of sites' and structures' historic nature provides a level of community benefit sufficient to warrant granting of overall density for the Folsom Historic District equal to the mid-range of the SFHD land use designation.
5. The calculation of the total number of dwelling units permissible in the entire Historic District area at the time of adoption of the amendments to Chapter 17.52 was based on the total acreage of land bearing a residential land use designation at that time, in order not to exceed the infrastructure's carrying capacity and not to significantly alter existing intensity of development. The mid-range density level was utilized for the calculations.
6. The number of units set forth herein as available for allocation under the General Plan should be viewed not as a ceiling but as order-of-magnitude guidance, due to the impossibility of foreseeing all parcelizations, the inaccuracies inherent in planimetry acreages, the construction activity and boundary modifications occurring during the time of data gathering, and the fluid nature of the use of infrastructure. Record-keeping regarding numbers of new units and demolitions or conversions of existing units shall be maintained at a level of detail sufficient to maintain such order of magnitude guidance over time.
7. Approval of projects which 1) contain an on-site density greater than 11.9 d.u./ac. and/or 2) cause the overall density allowable for the entire Historic District area to rise above 5.5 d.u./ac. shall be granted only if the excess units will be maintained as affordable to very low-, low-, and moderate-income households, in keeping with state density-bonus laws.

8. In acting on proposals which would cause the number of units in a block (not counting second units) to exceed the original Judah map number of 16, consideration shall be given to the effects on the neighborhood, including but not limited to aesthetics, transportation, and compatibility.
9. Any parcel eligible to build more than one unit under the parcel's zoning prior to adoption of the amendments to Chapter 17.52 shall be given preference in allocation of density.

#### 4.17.02 Commercial Intensity

Commercial development is concentrated in two Primary Areas, the Historic Commercial Primary Area (composed of the Sutter Street, River Way, Resort, and Railroad Wye Subareas) and the Natoma-Riley-Bidwell Commercial District. Varying intensities are permitted within each District or Subarea, and scattered commercial uses may be approved by the Historic District Commission in residential areas, depending on compatibility with neighboring uses. In the same way, a few light industrial uses may be approved in a commercial area and, rarely, in a residential area. These exceptions to the segregation of uses commonly required in zoning codes are permissible in deference to the fact that there was no zoning in early Folsom, but they are to be approved only if the appearance and operation of the exceptional use blends with and maintains the character of the Primary Area and/or Subarea in which it is located.

It should be understood that the goal is not to maximize the development potential of the historic area but to preserve the existing structures and the scale and type of development typical of Folsom's past.

In the Natoma-Riley-Bidwell District, development intensity is limited by the need to maintain residential architectural and landscaping styles and to provide on-site parking.

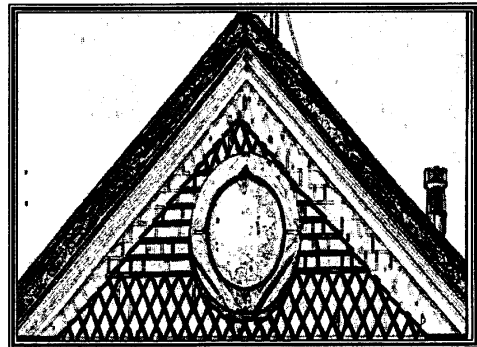
Within the Historic Commercial Primary Area, the four Subareas vary in their allowable intensity, with the most development permitted in the Sutter Street Subarea. Besides meeting the standards and intent of the individual Subarea, a proposed project must be considered in the context of available parking, taking into account any on-site parking and the availability and equitable distribution of off-site parking. Intensity of development within the River Way Subarea may be more intense than in the Natoma-Riley-Bidwell Primary Area, but it should be less than the Sutter Street Subarea in regard for the significant residential component and the limited access and parking capability of a number of the properties. Intensity of development in the Resort and Railroad Wye Subareas should be comparable to the intensities of the actual historical use of the property and, in the case of the Resort Subarea, guided by the need to minimize intrusion into the character of the adjacent residential and park uses.

## 4.18 LAND DIVISION AND MERGER

Land division and merger is governed by regulations of Chapter 17.52 of the Folsom Municipal Code, the City's Subdivision Ordinance, and the State Subdivision Map Act. However, because the original Town of Folsom was laid out by Theodore Judah, prior to establishment of this type of regulation, there are some difficulties in reconciling the old way with the new way. Because land division and mergers did not require government approval in the past (simply a legal survey and/or adequate legal description), it is sometimes difficult to determine status. Each situation will be addressed on a case-by-case basis with the goal of permitting original Town of Folsom lot lines via a low-cost ministerial process, as long as each resulting parcel 1) contains a buildable area, 2) has public or private access adequate to accommodate emergency and service vehicles, as well as passenger vehicles, 3) meets setback, lot size, and similar requirements or does not increase the number or size of any such existing violation. To establish or confirm a lot line other than an original Town of Folsom lot line requires approval of the Historic District Commission in order to assure that public safety and aesthetic standards and the patterns of land division, which occurred between 1850 and 1950, are maintained.



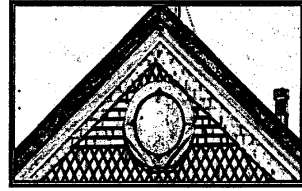
CHAPTER 5  
PROPERTY DEVELOPMENT POLICIES  
PRIMARY AREA



## CHAPTER 5 Property Development Policies by Primary Area

### 5.01 INTENT

This chapter sets forth the property development policies specific to each Primary Area: The Historic Commercial Primary Area, the Natoma-Riley-Bidwell Commercial Primary Area, the Historic Residential Primary Area, and the Open Space/Public Primary Area. These policies have been customized to the historic area, and shall be applied in conjunction with Chapter 17.52 of the Folsom Municipal Code. In conjunction with Chapter 17.52, the Districtwide policies of Chapter 4 and these individual District Design and Development Guidelines shall provide direction to applicants and the Historic District Commission in the design and approval of projects.



The Historic Commercial Primary Area is divided into four Subareas: the Sutter Street Subarea, the River Way Subarea, the Railroad Wye Subarea, and the Resort Subarea. The Historic Residential Primary Area is also divided into four Subareas: the Figueroa Subarea, the Central Subarea, the Persifer-Dean Subarea, and The Preserve Subarea.

### 5.02 HISTORIC COMMERCIAL PRIMARY AREA

The Historic Commercial Primary Area consists of four Subareas: the Sutter Street Subarea, the River Way Subarea, the Railroad Wye Subarea, and the Resort Subarea. This Primary Area implements the Specialty Commercial land use designation of the General Plan. In summary, it provides for:

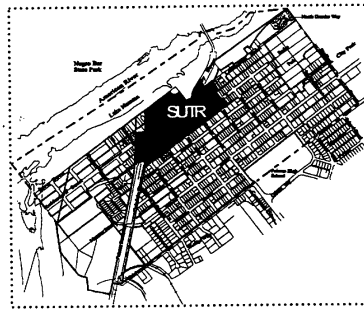
1. A central business district for the visitor-friendly historic small town lying within and surrounded by the modern City of Folsom: the Sutter Street Subarea (see Section 5.02.01).
2. An area where artists and craftsperson's can live, work, and market their creations, and for other businesses complementary to and compatible with the artistic uses: the River Way Subarea (see Section 5.02.02).

3. A transportation-centered area for miscellaneous commercial and light industrial uses: the Railroad Wye Subarea (see Section 5.02.03).
4. A resort/conference center to eventually replace the City's corporation yard: the Resort Subarea (see Section 5.02.04).

### 5.02.01 Sutter Street Subarea of the Historic Commercial Primary Area

#### *5.02.01(a) Purpose and intent*

This Subarea is the central business district of Historic Folsom. First protected in 1964 by a historical zoning designation, this area is intended to continue to attract regional, national, and international visitors. Additionally, it is intended to become a more "complete" downtown, serving convenience shopping, service, and community needs of Folsom residents and visitors, especially residents of Historic Folsom. Any new construction or remodeling of an existing exterior is subject to the approval of the Historic District Commission. Standards and policies the Historic District Commission uses in its approval process are set forth in this document and in Chapter 17.52 of the Folsom Municipal Code adopted in conjunction with this Plan.



#### *5.02.01(b) Permitted uses*

Allowable uses for the Sutter Street Subarea shall be governed by Chapter 17.52.510 of the Folsom Municipal Code.

#### *5.02.01(c) Design concept*

The design concept for the Sutter Street Subarea is to 1) preserve existing pre-1900 buildings, 2) require new or replacement structures to be of a pre-1900 design, 3) preserve the specified unique post-1900 buildings that provide variety and represent the later part of the 1850-1950 development time frame of Historic Folsom, 4) provide a continuous facade of shops along the sidewalk to encourage shoppers to walk the entire length of the shopping area. The Historic District Commission may approve new construction of post-1900 design, on an exception basis, if it finds that the architecture is an outstanding design which represents a structure or use which formerly existed in Historic Folsom or which represents a typical design and use extant in similar California towns between 1900 and 1950.

### *5.02.01(d) Standards*

#### 5.02.01(d)(1) Lot area, lot width, lot coverage, height and setbacks

The design standards for the Sutter Street Subarea shall be governed by Section 17.52.510 of the Folsom Municipal Code. Unless subsequently enacted by City Council action, there are no special requirements for lot area, lot width or lot coverage, except as may be required by the design review process as allowed by the Folsom Municipal Code. Special provisions concerning height, set-backs, landscaping and signage are contained in Section 17.52.510 of the Folsom Municipal Code and Appendix D of these Design and Development Guidelines.

#### 5.02.01(d)(2) Landscaping

In the interest of improving overall quality of life and encouraging pedestrian activity, all properties are encouraged to seek means of including trees and plants in the streetscape, where space and safety considerations will allow. See also Section 3.03, Infrastructure; parking and landscaping requirements of the Folsom Municipal Code; and the adopted Design Criteria (Appendix D).

#### 5.02.01(d)(3) Signs

##### SIGN ORIENTATION

Signs within this Subarea are directed primarily toward pedestrians, not vehicular traffic, except that businesses with frontage on Riley Street or Leidesdorff Street may propose signage designs that are readable by motorists if the signs are otherwise appropriate to the building in scale, style, and location. Signage intended to be read by vehicular traffic on the bridge across Lake Natoma or its approaches or on Rainbow Bridge is limited to City-sponsored civic signs representing all businesses or other governmental signs. Signs approved for the location by the Historic District Commission are permitted to be hung under the canopy, to be placed on the sidewalk, or to project into the right-of-way without individual encroachment permits unless in the opinion of the Planning, Inspections, and Permitting Director, exceptional circumstances warrant consideration of an individual encroachment permit.

##### NUMBER, TYPE, AND SIZE OF SIGNS

Each business whose entry door is located in building frontage is permitted one wall or window sign.

A business whose entry is located within an internal mall or corridor may utilize a nameplate incorporated in a wall sign for the entire building.

Size of wall or window sign	
Linear feet (l.f.) of building frontage	Square feet of Signage
Less than 9	Maximum of 9
10 - 19	1 per l.f.
20 - 39	0.75 per l.f.
40 - 59	0.5 per l.f.
Greater than 60	Maximum of 50

The length of a wall sign may not exceed 75% of the shop's frontage. The total of all window signage may not cover more than 25% of the window.

Wall signs shall be designed and installed with minimal space between the planes of the wall and of the sign.

Businesses with frontage on more than one street and/or public parking lot may place a wall or window sign on each frontage, with subsequent signs to be no larger than half the size specified for the first sign and subject to the other requirements of the first sign.

To facilitate pedestrian sidewalk access, businesses with a canopied frontage may utilize an under-canopy sign not to exceed 3 sq. ft. in size and with a pedestrian clearance of 8 ft., in addition to the permitted wall or window sign. Businesses without a canopy may utilize a projecting sign of the same size and clearance for this purpose. As an option, the Historic District Commission may approve an increase in the size of the under-canopy sign in exchange for a reduction in size of the wall or window sign.

City-sponsored civic and other governmental signs are subject to review by the Historic District Commission. A Uniform Signage Program is desirable.

Non-exempt directional signs require Historic District Commission approval of a Sign Permit.

#### EXEMPT SIGNS

Signs exempt in FMC 17.59 are exempt in this Subarea except as follows:

On-site directional signs are not exempt unless 2 sq. ft. or smaller and, if freestanding, no higher than 2 ft., including base.

Exempt real-estate signs do not require a setback from public right-of-way.

Time and temperature signs are exempt only if their design is historically appropriate, i.e. a clock and thermometer, rather than a digital screen.

Window or door signs 1 sq. ft. in size or larger and under-canopy signs are not exempt. Window or door signs smaller than 1 sq. ft. are exempt but subject to the overall requirement regarding window coverage.

Temporary community activity signs are to be approved by the Planning, Inspections and Permitting Director, and in consultation with the Sutter Street Merchants Association. The approval may be made on an annual basis.

#### PROHIBITED SIGNS

Besides signs prohibited in FMC 17.59, the following signs are prohibited in this Subarea:

- \* Neon
- \* Internally illuminated
- \* Backlit canopies
- \* Corporate flags

#### FREESTANDING SIGNS

Because most buildings are located immediately adjacent to the public right-of-way, the building itself and its wall signage serve the same purpose as freestanding signage. Therefore freestanding signs are generally not to be permitted by the Historic District Commission. Use of freestanding signs is limited to City-sponsored civic signs, governmental signs, directional signs, and on-site signs for buildings whose location, use, or design, in the opinion of the Historic District Commission, renders use of wall signage alone ineffective. The Historic District Commission may require a reduction in the amount of wall signage otherwise allowed in exchange for the use of a freestanding sign.

Portable signs and/or other signs in the public right-of-way may occasionally be approved by the Historic District Commission for businesses which cannot otherwise be adequately identified and located by patrons. Although the City has no obligation to transform an out-of-the-way location into a premium one, it can be beneficial to accommodate some requests. However, since placement of a portable sign on a sidewalk or other right-of-way involves the City's acceptance of some degree of liability and sign clutter, approvals should be sparingly granted and should be reviewed annually to determine whether circumstances continue to warrant their use. Approved portable signs in existence on the effectiveness date of Ordinance No. 890 will become subject to the annual reviews, and the potential requirement to remove, one year after the effectiveness date of Ordinance No. 890.

#### BUILDINGS WITH MULTIPLE TENANTS

The owner of a building with multiple tenants who have entry doors in building frontage is required to submit a Uniform Signage Program for Historic District Commission approval. Tenants with entry doors are allowed one wall or window sign, and space may be allotted for a minimum number of tenant identification signs on any freestanding sign which may be approved. In approving a USP the Historic District Commission shall require both consistency and variety in the signage, in order to maintain continuity of the building as a whole while allowing for the individuality of each business. The USP may include a directory sign to assist pedestrians in locating the businesses. After a USP is approved, tenant Sign Permits are reviewed and approved by the Planning, Inspections and Permitting Director rather than the Historic District Commission for consistency with the USP.

The owner of a building with multiple tenants whose entry doors front on a mall or corridor may apply to the Historic District Commission for a joint-use wall sign which identifies the building and provides nameplate space for some or all of the tenants. Sign size is 0.5 sq. ft. of signage for each lineal foot of building frontage, up to a maximum of 50 sq. ft.

A building with multiple tenants, some of whom have entry doors in building frontage and some in malls or corridors, is required to have a USP as required for a building with multiple tenants with entry doors in building frontage. The USP may include a wall sign with nameplates for businesses with internal access.

**5.02.01(d)(4) Parking**

All uses must provide parking spaces conforming to City standards as established by this document, the Folsom Municipal Code and any other adopted City ordinances, policies and requirements.

The parking requirement may be met by providing spaces on-site (if found appropriate through the design review process) or on nearby property controlled for that purpose for the life of the use. The typical means of providing required parking in this Subarea is property-owner and/or business-owner financial participation in community-planned-and-operated parking facilities, established under the aegis of the City of Folsom or its Redevelopment Agency and subject to the design review process.

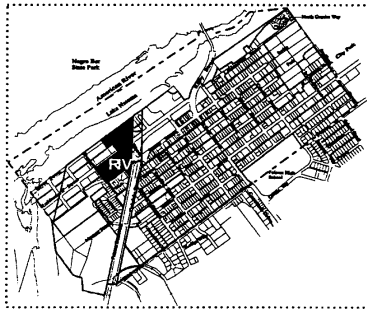
<p><i>USES AND PARKING SPACE RATIO</i> <b>Retail shops, offices, restaurants, museums, and similar uses</b> 1/350xq. Ft of leasable space</p> <p><b>Hotels, motels, guesthouses</b> 1/guest room plus 1/350 sq. ft. of other space, such as a ballroom or restaurant</p> <p><b>Dwelling units</b> 1/d.u. &lt; 600 sq. ft. 2/d.u. ≥ 600 sq. ft.</p>
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On-street parking for loading purposes is permissible during time periods of lighter traffic, as may be established by the Public Works Department after consultation with the Historic District Commission.

**5.02.02 River Way Subarea of the Historic Commercial Primary Area**

*5.02.02(a) Purpose and intent*

The primary intent of this area is to allow artists to combine their living, working, and sales space in one location, thereby encouraging artistic expression and enriching the cultural fabric of Folsom. Another purpose is to create a corridor which encourages pedestrian travel between the Resort Subarea and the Sutter Street Subarea by providing an interesting and pleasant walking environment. Artists are encouraged to open their working area to public view and to promote understanding of the Subarea's rich history. Although laid out as an alley by Theodore Judah, River Way is considered a street for purposes of this FMC Chapter 17.52 and Design and Development Guidelines,



River Street as shown on the Judah map was never completed, due to topography. As of the adoption of these Guidelines, this proposed artist colony does not exist. While evolution toward the new usage is to be encouraged, there is no intent to force any changes upon any existing



~ HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES~

residences, businesses or property owners. Existing uses may remain through transfers of ownership.

**5.02.02(b) Permitted uses**

Allowable uses for the River Way Subarea shall be governed by Chapter 17.52.520 of the Folsom Municipal Code.

**5.02.02(c) Design concept**

Requests to deviate from historic authenticity of styles may be more readily approved in this Subarea, due to the area's mixed-use intent, the space needs of artists, and the proximity of the Subarea to state park lands, a newer subdivision, the resort-conference center site, and a bridge corridor. Use of structural design forms of the 1850-1950 time frame is strongly encouraged, however, and deviations must be justified on the basis of physical hardship or compatibility, as opposed to individual taste. Sign design which reflects the nature of the artwork occurring on the site is encouraged, especially on Leidesdorff Street

**5.02.02(d) Standards**

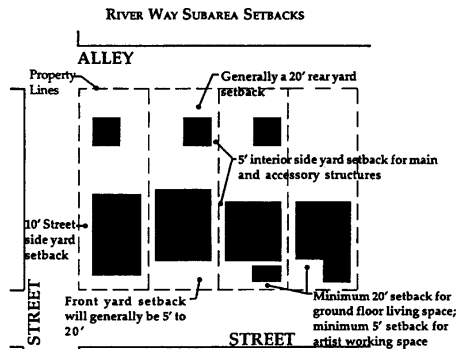
The design standards for the River Way Subarea shall be governed by Section 17.52.520 of the Folsom Municipal Code.

**5.02.02(d)(1) Lot coverage**

Appropriate lot coverages are to be established in the design review process. At minimum, 45% of the lot area must be maintained as pervious surface. A roof overhang may extend over required pervious surface a distance of up to 2 ft. Installations whose square footage is counted in calculating lot coverage include any regulated structure (the main building, a detached garage, etc.) and any solid-roofed or paved surface (driveway, patio). Non-regulated accessory structures need not be counted in calculating lot coverage unless their aggregate size exceeds 120 sq. ft. in which case the amount in excess of 120 sq. ft. is counted. See also adopted Design Criteria in Appendix D.

**5.02.02(d)(2) Setbacks**

Variation in setbacks was not uncommon in historical construction, and the following standards, directed primarily toward main structures, provide flexibility. Accessory structures should be located in rear or side yards unless designed to showcase art for passersby. The minimum setback for any regulated structure is 5 ft. from the property line and 10 ft. from any other regulated structure. The location of any easements must be considered. Unless equipped with a garage door opener, garages must be set back a minimum of 20 ft. from the public right-of-way. See also the requirements of Chapter 4 of these Design and Development Guidelines.



FRONT YARD

As established in design review process, but generally 5-20 ft. Artist working areas open to the public, whether in the main structure or an accessory structure, may be located near the sidewalk but no closer than 5 ft. to the property line. A minimum of 64% of the front 20 ft. of the parcel must be landscaping. Downstairs residential quarters must be set back a minimum of 20 ft. from the front property line.

SIDE YARD

As established in design review process, but a minimum of 5 ft. from any interior side-yard lot line and a minimum of 10 ft. from a street side-yard lot line.

REAR YARD

As established in design review process, but generally 20 ft.

5.02.03(d)(3) Landscaping

In the interest of improving overall quality of life, encouraging pedestrian activity and maintaining an atmosphere conducive to artistic expression, all properties are required to provide landscaping. See also the adopted Design Criteria in Appendix D. At minimum, 64% of the front 20 ft. of the lot plus 50% of the remaining required pervious space shall be landscaped. Front-yard landscaping must be installed prior to commencement of any use other than single-family residential. Native and drought-tolerant species are encouraged, as are historical species and layouts. All landscaping should be water efficient. Planting of trees is especially desirable due to their beneficial effects on air quality and, when appropriately sited, on energy conservation. Plantings must be maintained to comply with clear-vision-triangle requirements of Section 4.10. See also the parking and landscaping requirements of the Folsom Municipal Code.

5.02.02(d)(4) Signs

SIGN ORIENTATION

Signs within this Subarea are oriented to pedestrians and low-speed vehicles traveling on Leidesdorff Street, the primary connection between the Sutter Street and Resort Subareas. Because residential uses and architecture are prominent, the overall quantity of signage should be minimized, and joint-use signs are encouraged. A Uniform Signage Program should be adopted for joint-use Subarea directory/directional signage to be placed on Leidesdorff Street. In the interim, the Historic District Commission may approve small installed or portable off-site directional signage to direct patrons from Leidesdorff Street to artistic businesses located on parcels which are more than 50 ft. off Leidesdorff Street.

NUMBER, TYPE, AND SIZE OF SIGNS

A studio or business use located near a public pedestrian way (5-15 ft. setback from the property line) is permitted one on-site wall sign not to exceed 16 sq. ft. A studio or business use located away from a public pedestrian way (more than 15 ft. setback) is permitted one on-site freestanding sign not exceeding 4 ft. in overall height, nor 3 ft. in overall width, including any base or framework, or a wall sign not to exceed 16 sq. ft.

Creative use of permitted sign materials is preferred, but other materials may be approved through the design review process for sign designs of exceptional value in carrying out the concepts of the Design and Development Guidelines and this Subarea.

A Uniform Signage Program for directory/directional signage should utilize the minimum number and size of signs necessary to adequately direct patrons to businesses and should be designed to reflect the Subarea's historical context.

Approval for construction of a large project shall include approval of a Uniform Signage Program, utilizing the minimum amount of signage necessary to identify the business(es) and including elements that recognize the Subarea's scale, historical context, and dual residential/business character.

Signs which are a representative example of the work of the artistic business being identified are encouraged, subject to the approval of the Historic District Commission. In order for an "art piece" sign to be approved, the Historic District Commission must find that the sign is appropriate both as signage and as public art.

Signs for residences shall follow the requirements of the Historic Commercial District.

PROHIBITED SIGNS

Prohibited signs are as listed in FMC 17.59.

EXEMPT SIGNS

Signs exempt in FMC 17.59 are exempt in this Subarea except as follows:

- \* On-site directional signs are not exempt unless 2 sq. ft. or smaller and, if freestanding, no higher than 2 ft.
- \* Time and temperature signs are exempt only if their design is historically appropriate, i.e., a clock and thermometer rather than a digital screen.

- \* Window or door signs smaller than 1 sq. ft. are exempt but subject to the overall requirement regarding window coverage.

**BUILDINGS WITH MULTIPLE TENANTS**

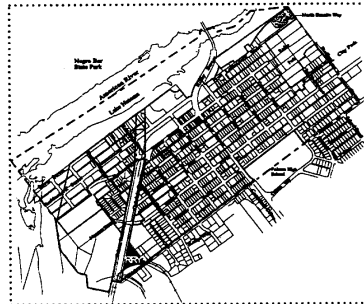
Multi-tenant buildings are encouraged not to utilize individual signs for each tenant, other than exempt signage, but to utilize a single wall or freestanding sign, which may identify the building only or include nameplates for businesses. The sign may not exceed 24 sq. ft. in size nor, if freestanding, 6 ft. in height, including any base or framework.

For the purposes of signage calculations, a building with one business plus dwelling unit(s) is not considered a multi-tenant building. Signage for residential units is permitted according to the requirements of the Historic Residential District.

### 5.02.03 Railroad Wye Subarea of the Historic Commercial Primary Area

#### *5.02.03(a) Purpose and intent*

Bounded by historic railroad tracks and constrained by potential bridge corridor and rail right-of-way needs, this Subarea may not have space for any developments other than public transportation. If space is available, commercial or light industrial uses are most appropriate, although residential may be considered.



#### *5.02.03(b) Permitted uses*

Allowable uses for the Railroad Wye Subarea shall be governed by Chapter 17.52.560 of the Folsom Municipal Code.

#### *5.02.03(c) Design concept*

Any use of the site should reflect the historical railroad use of the site, either by design of structures or facilities or placement of commemorative markers. Railroad tracks should be preserved.

#### *5.02.03(d) Standards*

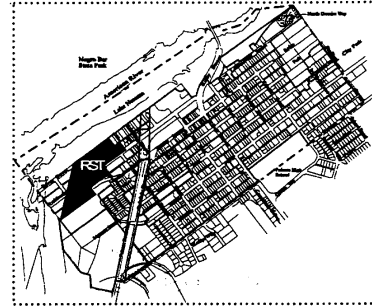
Design standards for the Railroad Wye Subarea shall be governed by Section 17.52.560 of the Folsom Municipal Code.



## 5.02.04 Resort Subarea of the Historic Commercial Primary Area

### 5.02.04(a) Purpose and intent

Site of the City's corporation yard at the time of Plan adoption, this property is intended to be developed as a resort-conference center when the corporation yard is relocated. Joint ventures with the private sector or other agencies may be formed for development or operational purposes, but majority control is to remain with the City or its Redevelopment Agency in order to assure that the greater part of financial and other benefits of the site's use accrue to the citizens of Folsom over the long term. Development and operation of the site is to reflect Folsom's heritage, especially the historical uses of the site, such as the American Indian, Negro Bar, and Chinese settlements.



### 5.02.04(b) Permitted uses

Allowable uses for the Resort Subarea shall be governed by Chapter 17.52.510 of the Folsom Municipal Code.

### 5.02.04(c) Design concept

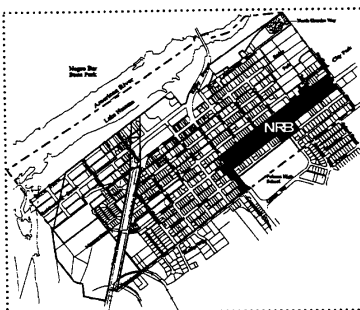
Design and operation of the resort-conference center provides an opportunity to share the natural beauty and history of Folsom with a wide range of visitors and City residents. The preliminary concept is to provide large and small assembly areas, overnight accommodations, food service and historical interpretation, compatible with the adjacent residential and artist uses and state park lands. Facilities might be provided in the form of miner's cabins, an outdoor amphitheater, the old Meredith Hotel, or other forms which interpret Folsom's history while minimizing impacts on the natural character of the surroundings. Use of state park land for shared facilities and access to Lake Natoma is anticipated, subject to City and State concurrence on the design and types of uses which are compatible with the mission of both jurisdictions. The center must be carefully designed to avoid potential aesthetic and safety problems relating to the closed landfill on the site. The final design concept is to be developed through a public-participation process which includes input from Folsom citizens and organizations, as well as other persons or agencies identified as having an interest in the property's development.

### 5.02.04(d) Standards

Appropriate standards are to be established in the final-design process. The Historic District Commission will provide a forum for discussion of uses and design and will make recommendations to the City Council and Redevelopment Agency.

## 5.03 NATOMA ~ RILEY ~ BIDWELL COMMERCIAL PRIMARY AREA

**N**atoma-Riley-Bidwell Commercial Primary Area generally encompasses the frontages of Natoma Street from Stafford Street to Riley Street, including one block of Coloma Street and the southern frontages of Riley Street from Natoma Street to Bidwell Street. This District carries out the Community Commercial designation of the General Plan and the Specialty Commercial Designation on Natoma Street near Folsom Boulevard, and it is comparable to the C-1 zone of the Folsom Municipal Code. This Primary Area is not divided into Subareas.



### 5.03.01 Purpose and intent

As Folsom expanded beyond its original boundaries and development occurred in nearby regions, traffic increased along these streets to levels which were conducive to light commercial development. Since increases in both development and traffic are expected to continue, commercial uses are planned to continue as well. Because of the linear nature of the Primary Area, most of the commercial lots abut residential property. Therefore, for purposes of compatibility with residential use and to minimize conflict with traffic flow, uses with heavier impacts are to be concentrated at major intersections, with residential and lighter commercial uses predominating on the remaining properties. In assessing appropriateness of a particular use to a particular site in the Primary Area, consideration should be given to physical circumstances of the site and its surroundings.

### 5.03.02 Permitted uses

Allowable uses for the Natoma-Riley-Bidwell Commercial District shall be governed by Chapter 17.52.530 of the Folsom Municipal Code.

### 5.03.03 Design concept

Historic Folsom's original pattern of development was concentric, a single commercial district surrounded by residences. To reconcile that pattern with the reality of subsequent commercial development in this District, these Design and Development Guidelines allow for continued and expanded commercial use of these corridors but requires use of residential architectural design when a structure is significantly remodeled or reconstructed. "Residential architectural design" should be interpreted broadly to include 1850-1950 designs of homes, inns, boardinghouses or other uses typical of a residential area. Exceptions to the residential design requirement may be made at major intersections or for structures actually built during the Plan's 1850-1950 time frame. Nonresidential design approved on an exception basis should be consistent with the Plan's 1850-1950 design period.

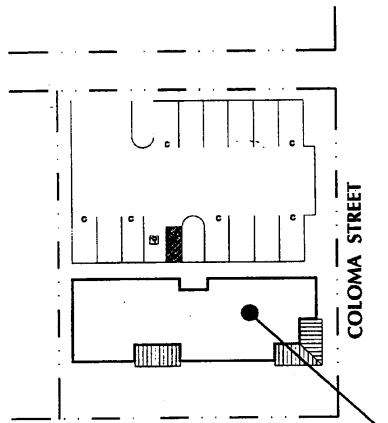
~ HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES~

Besides the structure, the grounds should also be landscaped in residential fashion. Parking should be placed behind the structure, and, to the extent feasible, driveways should be shared.

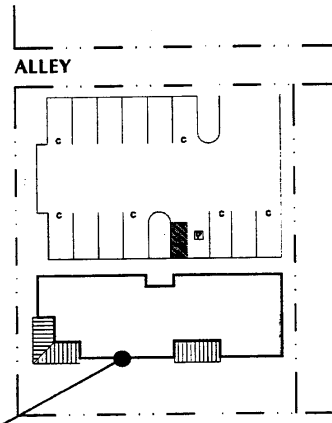
Because of the residential architecture, heavier traffic, and limitations on the number of driveways, a business establishment or residential complex in this Primary Area is most appropriately identified by a low, freestanding sign located in the front yard area and bearing a brief, easy-to-read message. Special signage is permitted for properties at the major intersections: Natoma/Coloma, Natoma/Riley, and Riley/Bidwell.



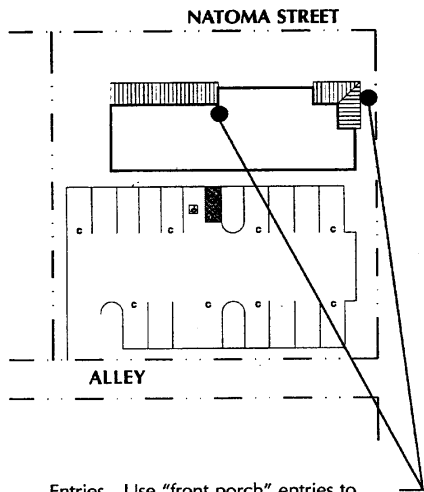
### NATOMA - RILEY - BIDWELL DESIGN CONCEPTS



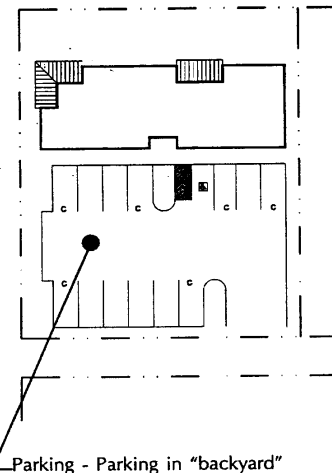
Commercial buildings with a residential character. Give the impression of a residence converted to commercial use.



Massing - Give the impression of multiple buildings based on the traditional 40' to 50' lot widths. Imply residential room widths and building volumes or with window groupings.

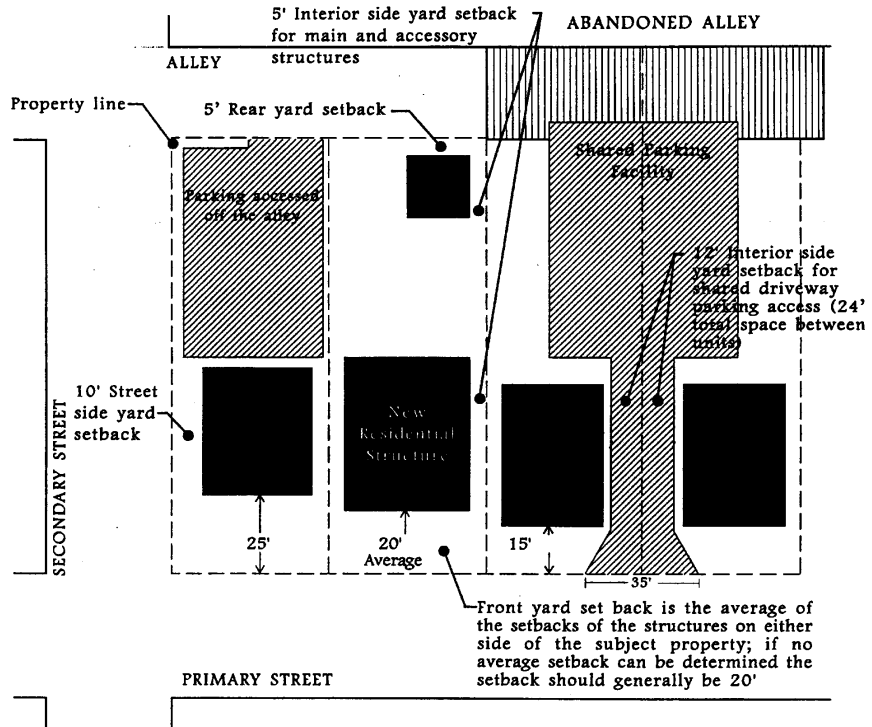


Entries - Use "front porch" entries to maintain residential character.



Parking - Parking in "backyard" provide pedestrian access through sideyard "garden" or to side street sidewalk.

### NATOMA - RILEY - BIDWELL SETBACKS



*5.03.04 (a) Lot coverage*

Appropriate lot coverage is to be established in the design review process. At minimum 24% of lot area must be maintained as pervious space. A roof overhang may extend over required pervious surface a distance of up to 2 ft. Installations whose square footage is counted in calculating lot coverage include any regulated structure (the main building, a detached garage, etc.) and any solid-roofed or paved surface (driveway, patio). Non-regulated accessory structures need not be counted in calculating lot coverage unless their aggregate size exceeds 120 sq. ft., in which case the amount in excess of 120 sq. ft. is counted. See also adopted Design Criteria in Appendix D.

*5.03.04 (b) Signs*

SIGN ORIENTATION

Signs within this Subarea are oriented primarily toward vehicular traffic, but because of the dominant residential character of architecture on the streets, signage needs to be smaller than on comparably traveled streets elsewhere in the City. For safety reasons, sign messages should be clear and brief to enable motorists to quickly identify the business and its access. To minimize the number of sign messages, for the safety and residential architecture reasons cited above, businesses in a multi-tenant building need to be identified from vehicles primarily through the building's identity, not individual business names.

NUMBER, TYPE, AND SIZE OF SIGNS

One non-illuminated freestanding sign per parcel or integrated development is allowed, subject to approval of a Sign Permit from the Planning, Inspections, and Permitting Director, with the following requirements. Maximum height specification includes sign base, if used.

<i>FREESTANDING SIGN PROVISIONS</i>	
Maximum height:	4 ft. above finished grade.
Maximum width:	3 ft. sign base, if used, may not exceed 4 ft. min/ width, 2 ft. in depth, and 1 ft. in height.
Maximum message area (including background):	2 ft. high by 3 ft. wide
Minimum setback:	6 ft. behind sidewalk
Materials:	Wood with raised, engraved, or painted letters, of any color. Sign base or standard need not be wood.

Corner buildings at the major intersections (Natoma/Coloma, Natoma/Riley, Riley/Bidwell) may utilize a freestanding sign according to the above provisions and may opt, in addition, for one wall or window sign, not exceeding 0.5 sq. ft. in size for each foot of lineal building frontage, based on lineal feet of the principal wall frontage, up to a maximum of 50 sq. ft. A permitted wall sign may be placed on either street frontage but

~ HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES~

may not exceed more than 75% of the building frontage on which it is placed. A permitted window sign may not cover more than 25% of a window. If no freestanding sign is utilized, a business with two street frontages may place one wall or window sign on each frontage, provided that the total square footage of the two signs combined does not exceed the total square footage permitted based on the lineal feet of the principal wall frontage. The Sign Permit for corner properties is subject to approval of the Historic District Commission, except that if only the freestanding, non-illuminated sign is used, the Sign Permit may be approved by the Planning, Inspections and Permitting Director.

Use of sign illumination is subject to approval of the Historic District Commission.

City-sponsored civic and governmental signs are subject to review by the Historic District Commission. A Uniform Signage Program approved by the Historic District Commission is desirable.

Non-exempt directional signs require Historic District Commission approval of a Sign Permit.

Signs for residences shall follow the requirements of the Historic Residential District.

PROHIBITED SIGNS

Besides signs prohibited in the FMC 17.59 the following signs are prohibited in this Subarea:

- \* Neon
- \* Internally illuminated
- \* Backlit canopies
- \* Corporate flags

EXEMPT SIGNS

Signs exempt in FMC 17.59 are exempt in this District except as follows:

- \* Directional signs are exempt if they are 2 sq. ft. or smaller and, if freestanding, not higher than 2 ft. including base, except that directional signs for shared driveways are exempt up to 4 sq. ft. in size and 4 ft. in height including base.

- \* Time and temperature signs are exempt only if their design is historically appropriate, i.e. a clock and thermometer, rather than a digital screen.
- \* Window or door signs smaller than 1 sq. ft. are exempt but subject to the overall requirement regarding window coverage.
- \* See also Folsom Municipal Code sign provisions.

**5.03.04 (c) Parking**

All uses must provide parking spaces conforming to City standards as established by the Folsom Municipal Code, and any other adopted City policies and requirements, at the ratios indicated:

PARKING RATIOS	
Use Ratio	Parking Space
Dwelling Units	1/d.u. < 600 sq. ft. 2/d.u. > 600 sq. ft.
Commercial/office Industrial space	1/200 sq. ft.

Parking is to be located and designed according to the priorities in the above diagram.

For design and safety reasons the number of driveways accessing Natoma, Riley, and Bidwell Streets should be kept to a minimum.

<b>Location</b>	
1. Behind building	
2. In side Yard	
3. In front yard screened	
<b>Access</b>	
1. From alley	
2. From street side yard	
3. Shared driveway	
4. Individual parcel driveway	

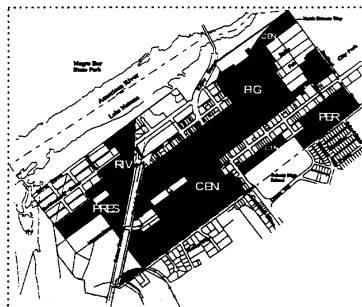
Parking should not be located in the required front or street side yard, even if the yard exceeds City size standards. Lack of adequate parking, properly located, is grounds for denial of commercial or industrial use of a site.

On-street parking for loading purposes is permissible during time periods of lighter traffic, as established by the Public Works Department after consultation with the Historic District Commission.

## 5.04 HISTORIC RESIDENTIAL PRIMARY AREA

### 5.04.01 Purpose and intent

The Historic Residential Primary Area attracts residents who appreciate the materials, craftsmanship, and styles of the past but who nonetheless live in a modern era. Therefore these regulations support the goal of demonstrating Folsom's history in areas open to public view but allowing maximum flexibility in private areas. Appearance of accessory structures visible to the public is equal in importance to appearance of a main structure. Following historical precedent, limited commercial uses may be approved if the residential character of the neighborhood is maintained, both in visual and other impacts and as the majority use in the neighborhood.



The Historic Residential Primary consists of four Subareas: the Figueroa Subarea, the Central Subarea, the Persifer-Dean Subarea, and The Preserve Subarea. This Primary Area implements the Single-Family High-Density Residential land use designation of the General Plan. It encourages a return to historic densities and uses in the residential neighborhoods of the Historic District.

#### *5.04.01(a) Figueroa Subarea of the Historic Residential Primary Area*

Many of the oldest and most significant homes in Folsom, both architecturally and historically, are concentrated in this Subarea. Within easy walking distance of the Sutter Street shops, it is readily accessible by visitors interested in Folsom's residential history and architecture. Therefore the intent of this Subarea is to maintain pre-1910 appearance standards and provide facilities which enhance visitor and resident appreciation of the City's early residential life-style. Adherence to historic authenticity is of great importance in this Subarea.

#### *5.04.01(b) Central Subarea of the Historic Residential Primary Area*

The majority of homes in Historic Folsom are located in this Subarea. The value of the Central Subarea lies not so much in the architectural style of any one building but in the composite effect, giving both residents and visitors a sense of daily life in Folsom's past. Honoring the independent spirit of early residents, diversity of expression is encouraged, in the context of sensitivity to effects on surrounding uses.

#### *5.04.01(c) Persifer-Dean Subarea of the Historic Residential Primary Area*

When Folsom began to outgrow the boundaries mapped by Theodore Judah and was incorporated as a city in 1946, this Subarea lay in the path of eastward expansion. Development of this area

occurred in the 1950s, the decade following the time period specified in these Design and Development Guidelines. The intent in FMC 17.52 and Design and Development Guidelines is to continue to provide a transition between Folsom's earliest development and its postwar development.

#### *5.04.01(d) The Preserve Subarea of the Historic Residential Primary Area*

The Preserve, formerly known as Lake Natoma Shores, is constructed in an area of dredge tailings surrounding a historic Chinese cemetery. There were no structures to preserve since mining activities obliterated any previous development traces outside the cemetery. Design Guidelines specific to this subdivision were adopted prior to preparation of Ordinance No. 890 and the Design and Development Guidelines. The intent is to develop a contemporary subdivision which is compatible with neighboring historic designs; recognition of the Chinese historical presence occurs on the cemetery site.

#### 5.04.02 Permitted uses

Allowable uses for the Historic Residential Primary Area shall be governed by Chapter 17.52.540 of the Folsom Municipal Code.

#### 5.04.03 Design concepts

##### *5.04.03 (a) Figueroa Subarea of the Historic Residential Primary Area*

The design concept for the Figueroa Subarea is to maintain existing pre-1910 structures and encourage restoration, reconstruction and new construction of pre-1910 styles, especially those previously existing in Folsom. Owners who plan major remodeling are encouraged to develop transition plans which will, over time, result in pre-1910 styles. Property owners are encouraged to maintain historic authenticity within the private areas of their property but are not required to do so except as may be necessary to maintain a National Register or similar listing.

Automobiles were a rarity in this time period. Therefore, design should reduce or eliminate the visibility of autos by such means as eliminating driveways from streets in favor of using alley access, disguising detached garages as carriage houses or other outbuildings, or providing screen plantings for outdoor parking areas.

Since this Subarea contains many of the oldest and best examples of early Folsom homes, any signage used should be designed to blend with the streetscape rather than stand out.

↓  
5.04.03 (b) *Central Subarea of the Historic Residential Primary Area*

The Central Subarea provides property owners with broad discretion in choosing styles from the entire 1850-1950 time frame of the Design and Development Guidelines, guided by the overall principles and any designation of significance of the building or site. The preference is to encourage restoration, reconstruction, and new construction of "average" homes rather than to increase the number of "high-style" homes. Owners of post-1950-styled buildings or additions who plan major remodeling are encouraged to develop transition plans which will, over time, result in pre-1950 styles. Property owners are encouraged to maintain historic authenticity within the private areas of their property but are not required to do so except as may be necessary to maintain a National Register or similar listing.

Automobiles were more common by the end of the 1850-1950 time frame but were not a dominant design factor. The few attached garages were constructed for one car. Depending on the architectural style chosen, an applicant may be required to reduce the visibility of autos by such means as eliminating driveways from streets in favor of using alley access, disguising detached garages as outbuildings, or providing screen plantings for outdoor parking areas.

5.04.03 (c) *Persifer-Dean Subarea of the Historic Residential Primary Area*

Design in this Subarea reflects national trends of the 1950s. The visually prominent attached garages, with driveway access from the street, not the alley, exemplify the expanding presence of the automobile. Production housing concepts pioneered in the postwar East were instituted on a small scale here, with the same floor plan repeated on several lots. While a pre-1950's-styled building is not necessarily inappropriate, it is perhaps more important in this Subarea than others to consider not only individual design but also impacts on the neighborhood development pattern.

5.04.04 (d) *The Preserve Subarea of the Historic Residential Primary Area*

The concept for this subdivision, which began construction in 1993, is to create a neighborhood with design features similar to surrounding historic neighborhoods, such as front porches, less visible garages, alleys, and smaller driveways. In approving changes over time, preference should be given to changes which increase consistency with the Design and Development Guidelines 1850-1950 time frame.

### 5.04.04 Standards

Except as set forth herein, the design standards for the Historic Residential Primary Area shall be governed by Section 17.52.540 of the Folsom Municipal Code. The following policies apply to the Figueroa, Central and Persifer-Dean Subareas except where noted. The Lake Natoma Shores Design Guidelines adopted by the Planning Commission on August 28, 1990 are incorporated as the primary standards for The Preserve Subarea; standards of the Central Subarea apply for any



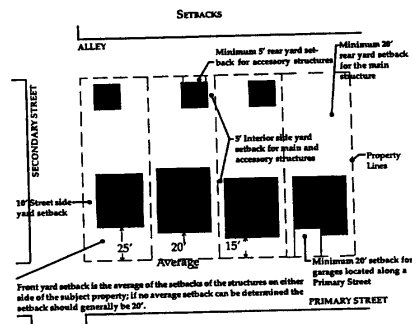
matter not addressed in those Guidelines (The Lake Natoma Shores subdivision was renamed The Preserve after subdivision approval.)

#### 5.04.04 (a) Lot coverage

Appropriate lot coverage is to be established in the design review process. At minimum, 45% of the lot area must be maintained as pervious surface. A roof overhang may extend over required pervious surface a distance of up to 2 ft. Installations whose square footage is counted in calculating lot coverage include any regulated structure (the main building, a detached garage, etc.) and any solid-roofed or paved surface (driveway, patio). Non-regulated accessory structures need not be counted in calculating lot coverage unless their aggregate size exceeds 120 sq. ft., in which case the amount in excess of 120 sq. ft. is counted.

#### 5.04.04 (b) Setbacks

Variation in setbacks was not uncommon in the historical construction, and the standards below, directed primarily toward main structures, provide flexibility. In the post-war era setbacks were more standardized, and therefore varied setbacks are less appropriate for the Persifer-Dean Subarea. Accessory structures should be located in rear or side yards. The minimum setback for any regulated structure is 5 ft. from the property line and 10 ft. from any other regulated structure. A garage unavoidably located with driveway access onto a high-volume street must be set back a minimum of 20 ft. from the public right-of-way. The location of any easements must be considered.



#### FRONT YARD

As established in design review process, but generally 20 ft. A minimum of 64% of the front 20 ft. of the parcel must be landscaping. Parking may not be located in the required front yard setback area. In determining proper setback, consider the average setback of neighboring structures. If the subject property is located on a corner, the setback should be the average of those found on the same block.

#### SIDE YARD

As established in design review process, but a minimum of 5 ft. from any interior side-yard lot line and 10 ft. from a street side-yard lot line.

#### REAR YARD

As established in design review process, but generally 20 ft..

#### *5.05.04 (c) Landscaping*

In the interest of improving overall quality of life and encouraging pedestrian activity, all properties are required to provide landscaping. At minimum 64% of the front 20 ft. of the lot plus 50% of the remaining required pervious space shall be landscaped. Front-yard landscaping must be installed prior to commencement of any use other than single-family residential. Native and drought-tolerant species are encouraged, as are historical species and layouts. All landscaping should be water-efficient. Planting of trees is especially desirable due to their beneficial effects on aesthetics and air quality and, when appropriately sited, on energy conservation. Plantings must be maintained to comply with clear-vision triangle requirement of Section 4.09. See also the parking and landscaping requirements of the Folsom Municipal Code.

#### *5.04.04 (d) Signs*

##### SIGN ORIENTATION

Permanent signs for dwelling units or businesses in a residential Subarea are to be unobtrusive. A home occupation or other business approved in a residential area may utilize signage oriented to patrons seeking that specific business, not toward "impulse" or "drive-by" customers; a business that depends on visibility to potential customers does not belong in a residential Subarea.

##### EXEMPT SIGNS

Signs exempt in FMC 17.59 are exempt in residential Subareas except as follows:

- \* Incidental, civic, under-canopy, and window signs are not exempt.
- \* For purposes of exempt real estate, political, and campaign signs, all property within a residential Subarea is considered to be residential property, regardless of use.
- \* On-site directional signs are exempt if they are 2 sq. ft. or smaller and, if freestanding, not higher than 2 ft.
- \* Construction signs and project identification signs of current and pending development applications are exempt only if 6 sq. ft. or smaller and 6 ft. or less in height.

PROHIBITED SIGNS

Besides signs prohibited in FMC 17.59, the following signage is prohibited in residential Subareas:

- \* Neon
- \* Internally illuminated
- \* Backlit canopies
- \* Corporate flags
- \* Animated signs
- \* Special Event Sign Permits
- \* Signs larger than 6 sq. ft. in size and 6 ft. in height
- \* Time and temperature, barber pole, and menu/order board

NUMBER, TYPE AND SIZE OF SIGNS

Signs shall be approved in the minimum number and size necessary to identify a business, using exempt signage provisions as the model. Any permissible construction type (wall, window, freestanding, projecting, etc.) may be proposed. First priority in approving business signage is to maintain the residential character of the neighborhood and second priority to accommodate the needs of the business.

BUILDINGS WITH MULTIPLE TENANTS

The majority of multi-tenant buildings in residential Subareas are expected to be multifamily residential buildings.

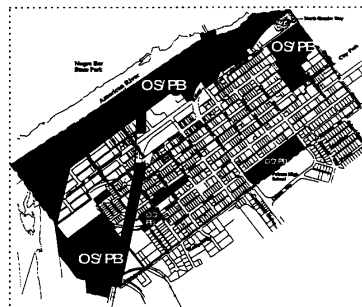
Multifamily buildings or complexes with four or more units are permitted one permanent wall or freestanding sign, not to exceed 6 sq. ft. in area and 6 ft. in height.

A multi-family building with 2-3 units or a parcel with 2-3 detached units is treated as one single-family dwelling for purposes of signage.

A Uniform Signage Program is required for buildings with more than one business tenant.

## 5.05 OPEN SPACE/PUBLIC PRIMARY AREA

The Open Space/Public Primary Area provides regulatory guidance to carry out several land use designations of the General Plan, specifically the Open Space, School, Park, and Public designations. It is most comparable to the Open Space and Conservation (OSC) District of the Folsom Municipal Code.



### 5.05.01 Purpose and intent

Besides properties owned by the City of Folsom, there are other lands within the Primary Area owned by public and quasi-public entities. Stewardship of these lands may or may not be subject to City regulation, but voluntary cooperation may be expected in most circumstances. Therefore the purpose of this Primary Area is both to provide standards and to further define the City's goals and policies relating to open space and public lands. The intent is to preserve and enhance natural and improved open space and to provide for sites to be used for the benefit of the public. Number and size of buildings, amount of paving, and other similar construction should be minimized and screened in order to keep the focus on the natural and open-space values.

### 5.05.02 Permitted uses

Allowable uses for the Open Space/Public Primary Area shall be governed by Chapter 17.52.550 of the Folsom Municipal Code.

### 5.05.03 Design concept

Natural and improved open space should emphasize use of native and drought-tolerant species, safety of persons and wildlife, and preservation and interpretation of ecological and historical resources. Construction of buildings or other structures should follow the design concept of an adjacent District or Subarea, with appropriate concessions to the intent of this District. The Southern Pacific Railroad right-of-way between Sutter Street and Bidwell Street, formerly the Sacramento Valley Railroad right-of-way, is intended to continue as a transportation corridor which maintains the route's eligibility for listing on the National Register.

### 5.05.04 Standards

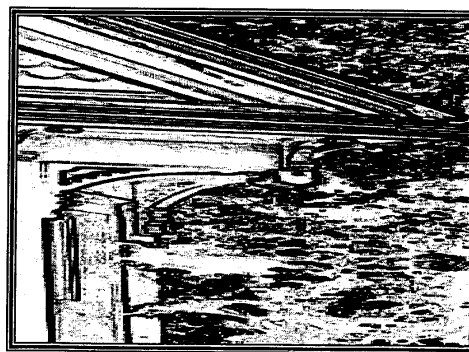
The appropriate standards are to be established in the design review process. Design of private projects is subject to Historic District Commission approval. Public projects, particularly those with potential to conflict with one or more goals, policies, or provisions of Folsom Municipal Code 17.52 and Design and Development Guidelines are to be submitted for courtesy review and comment by the Historic District Commission.

CHAPTER 5 ~ Property Development Policies  
by Primary Area

———— CHAPTER 5 ~ Property Development Policies ————  
by Primary Area



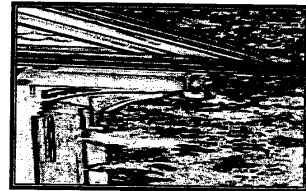
CHAPTER 6  
IMPLEMENTATION OF  
FMC 17.52 AND THE DESIGN AND  
DEVELOPMENT GUIDELINES



## Chapter 6 Implementation of Folsom Municipal Code 17.52 and Design and Development Guidelines

### 6.01 INTENT

The intent of the provisions of the Chapter 17.52 of the Folsom Municipal Code and these Design and Development Guidelines is to actively promote the goals and objectives stated herein; to provide incentives to residents, property owners and businesses to encourage cooperation in attaining those goals and objectives; and to create a simple, fair and effective system of enforcement of the regulations enacted by the City Council to preserve the Historic District.



### 6.02 HISTORIC DISTRICT COMMISSION

Administration of the Chapter 17.52 of the Folsom Municipal Code and these Design and Development Guidelines will be the responsibility of the Historic District Commission and its staff.

#### 6.02.01 Membership, Rules of Procedure

The composition of the Historic District Commission, the manner of appointing members, and the procedures for the meetings held by the Historic District Commission shall be as established by Ordinance No. 890 as contained in Chapter 17.52 of the Folsom Municipal Code.

#### 6.02.02 Duties and authority of the Historic District Commission

The Historic District Commission, with the support and assistance of staff, shall have the duties and responsibilities set forth in Chapter 17.52 of the Folsom Municipal Code.

In exercising its authority, the Historic District Commission will recognize that there is a delicate balance between the interests of the public and the interests of private property owners to use their properties as they see fit. Emphasis will be placed on courtesy, respect, and cooperative problem solving among the Commission, applicants, staff, and the public in order to achieve mutual benefit.



### 6.02.03 Duties and authority of the Historic District Commission staff

The Planning, Inspections, and Permitting Director shall assign staff to coordinate the administration of responsibilities as required by Chapter 17.52 of the Folsom Municipal Code and these Design and Development Guidelines and to assist the Historic District Commission in meeting its responsibilities. Staff to the Historic District Commission shall carry out duties delegated by the Commission, which may include rendering of certain types of decisions delegated by the Commission's adopted rules, as well as the usual and customary duties of staff. Staff shall regularly report its decisions to the Historic District Commission. Procedures will, to the extent possible, provide a one-stop process in which staff provides the approvals needed. Staff shall receive applications, request additional information if needed, and either render a decision or forward the matter to the Historic District Commission or other appropriate body. Staff will refer its delegated decision-making authority back to the Historic District Commission if in its judgment there is reasonable doubt as to whether the project qualifies for a staff decision.

### 6.02.04 Appeal

Appeal rights shall be governed by Section 17.52.700 of the Folsom Municipal Code.

## 6.03 INCENTIVE PROGRAMS, PROJECTS AND IMPLEMENTATION MEASURES

The City of Folsom recognizes that preserving its historic resources may cause some burdens as well as benefits for property and business owners. In keeping with the City's desire that upholding the public's interest in preservation not place an undue burden on individual owners, it is important that the City provide positive incentive to owners to cooperate with the City in attaining preservation goals. Therefore financial and other incentive programs developed now and in the future are an integral part of implementation of the goals and objectives stated in Chapter 17.52 of the Folsom Municipal Code and these Design and Development Guidelines.

A guiding principle is to provide direction and support when public or private projects are proposed in the Historic District. This section provides a "menu" of the types of support the City can provide, as well as some potential financing methods and the procedure for selecting and implementing these and other programs or projects.

Lack of City-provided funding does not relieve a property owner of the need to comply with regulations, but the City's intent is to implement these incentives, and others which may be devised, to the extent that budget availability permits.

## 6.03.01 Programs and Projects

### *6.03.01 (a) Loan programs*

Most private projects in the Historic District will be privately financed. However, it is anticipated that there will be circumstances in which private funding alone is inadequate to achieve the goals stated herein. Providing public financing can make the difference in enabling a worthwhile project, but loaning public funds as the sole financing of a private project will only be done in extraordinary circumstances for projects of exceptional merit. The following loan purposes have been determined to be appropriate, and others may be identified in the future by the City. Loan proceeds may fund design and/or construction needs.

#### 6.03.01 (a) (1) Restoration

To enable improved authenticity of restoration/reconstruction projects.

#### 6.03.01 (a) (2) Artisan

To assist with new construction and/or modifications to structures in the River Way Subarea to enable use by an artist or craftsman, consistent with the overall intent of the Subarea.

#### 6.03.01 (a) (3) Fire sprinklers

To reduce the vulnerability of historic structures to fire, especially buildings on Sutter Street and those structures designated as having historical significance.

#### 6.03.01 (a) (4) Seismic retrofitting

To improve the safety of the public within buildings which do not meet current seismic safety standards, in a manner which maintains the appropriate historical character of a structure to the greatest extent feasible.

#### 6.03.01 (a) (5) Americans with Disabilities Act Modifications

To assist in compliance with the Act in a manner which maintains the appropriate historical character of a structure to the greatest extent feasible.

#### 6.03.01 (a) (6) Power line undergrounding

To enable individual property owners to participate when projects to underground power lines are instituted.

6.03.01 (a) (7) Business assistance

To encourage establishment and expansion of businesses in the commercial areas, particularly businesses which illustrate historical commerce.

6.03.01 (a) (8) Nonconforming uses, structures, and lots

To aid in bringing nonconforming uses, structures, and lots into conformity.

*6.03.01 (b) Infrastructure and other construction projects*

Besides routine repair and replacement of facilities, there are additional construction needs in the Historic District.

6.03.01 (b) (1) Railroad Block

The two-block area located between Leidesdorff and Sutter Streets and between Wool and Reading Streets was Folsom's economic hub when the City was founded. To reestablish the railroad presence, in conjunction with modern-day uses, funds should be allocated to carry out the master plan for the site.

6.03.01 (b) (2) Corporation yard

The 18-acre site at the end of Leidesdorff Street is planned to become a resort-conference center, similar to the State's Asilomar, when the City's Corporation Yard is relocated. The center will be designed to reflect historical themes and may be appropriate for public/private partnerships in its development and/or operation.

6.03.01 (b) (3) Parking

Provision of public parking is critical to the Sutter Street Subarea, and the City shares with affected properties and businesses the burden of providing adequate parking. On an interim basis parking is provided by paving and landscaping on three publicly owned parcels (the Railroad Block, Trader's Lane parking lot, and the "Snack Shack" lot at Riley and Scott Streets). The additional parking need will be satisfied by construction of parking structures, additional land acquisition, or other means identified in the future.

6.03.01 (b) (4) Business facade/ portico reconstruction

The uniform design of the portico covering the sidewalk on Sutter Street serves to mask the individuality of the buildings and should be replaced with porticos that match each building. A combination of public and private investment is anticipated to complete this project.

6.03.01 (b) (5) Power line undergrounding

Although aboveground utility service was common in the latter part of the 1850-1950 time frame, underground service is aesthetically more appealing, and one of the goals is to underground all services. Public funds can be made available to assist the utilities in achieving this goal.

6.03.01 (b) (6) Improvements and street furniture

Over time there will be a need or desire for improvements to be installed within the street rights-of-way. Such improvements can include sidewalks, street lights, street trees, landscaping, special paving, curbs, gutters, trash receptacles, fountains, monuments, or other items. It is recognized that the existing infrastructure level is satisfactory to most residents but that the potential for increasing traffic and for changing priorities of residents in the future warrants inclusion of the residential areas in planning for possible future installations.

*6.03.01 (c) City and/or redevelopment programs*

6.03.01 (c) (1) Database

Providing information and assistance to property owners is of critical importance to the success of the goals enumerated herein. Survey data, photographs, and analysis of individual properties will be available in the Planning, Inspections and Permitting Department for property owners' use when planning changes to their property. The goal is to enable property owners to learn the architectural style and history of their property, receive practical suggestions on design and landscaping, and actually "try on" the improvements they propose through computer imagery. The Planning, Inspections and Permitting Department can also maintain lists of architects, contractors, and other professionals interested in historic preservation and construction work. The Planning, Inspections and Permitting Department and City Library will also have available books and other materials dealing with historic preservation and related topics.

6.03.01 (c) (2) Marketing

To support commercial development in the Historic District the City can market commercial Districts to potential businesses and to potential patrons, both area residents and tourists.

6.03.01 (c) (3) Design professionals

The City can provide staff or consultant services to aid Historic District Commission members, business owners, and property owners in achieving authentic period design, especially for historically significant locations. Assistance could also be provided in the form of small grants to business and property owners for design services.

6.03.01 (c) (4) City as "buyer of last resort"

In order to preserve a structure with value to the community, the City may determine to purchase the property. The most likely use of this option would be to prevent demolition of a historical structure to make way for new construction.

6.03.01 (c) (5) Fee reduction/waiver

To add incentive for property owners to upgrade their properties, City review fees should be kept low, where feasible. Other sources of funds to provide review services should be considered.

6.03.01 (c) (6) Youth work program

Many tasks in restoration and reconstruction projects do not require specific skills and are thus ideally suited to provide jobs for youth. The City can provide a registry to put youths in contact with owners of current projects or provide funding, as available, for youth assistance.

6.03.01 (c) (7) Reimbursement for materials

Historically authentic materials can be both expensive and difficult to find. As funds are available, the City can make up the difference between the cost of authentic materials and modern substitutes, especially for buildings with historic designation. There may be other similar circumstances which would warrant City reimbursement.

6.03.01 (c) (8) Sign and landscaping programs

The City can fund and/or permit installation of signage and/or landscaping which promotes a community purpose. Examples of such signage could include a community bulletin board, a directory of businesses on Sutter Street for pedestrians, building markers which identify the origins of a structure and/or an exceptional restoration, signs and landscaping at entries to the Historic District, and landscaping of rights-of-way.

6.03.01 (c) (9) Mediation

To resolve disputes which are outside the City's regulatory jurisdiction, the City can provide trained mediators or referrals to mediation services.

6.03.01 (c) (10) Regulatory incentives

In addition to the requirements imposed by Chapter 17.52 of the Folsom Municipal Code and these Design and Development Guidelines, the City can establish regulatory incentives for projects which further the goals stated therein. The following have been identified as appropriate to be established, and others may be identified in the future.

**BUILDING CODE FLEXIBILITY**

Using the Historical Building Code as guidance, the Chief Building Official has discretion in determining whether an unconventional method or material provides adequate health and safety protection.

#### LONG-TERM BUILDING PERMITS

In recognition that historic preservation and construction can be painstaking and time-consuming, a building permit should be available which would allow a homeowner an extended period of time to complete the work. Potential means could include issuing permits for stages of the work, maintaining low renewal fees, increasing the number of times a permit may be renewed, or other means. It may occasionally be appropriate to issue this type of permit for a commercial property.

#### FAVORABLE BIAS

In its Rules of Procedure the Historic District Commission may establish means for allowing its approval of "historic" conditional use permits to be influenced by an exceptional value to the community of the restoration work to be undertaken at the site as part of the conditional use.

#### 6.03.01 (c) (11) Recognition of historically significant sites

The City should assist in the procedures to list properties on the National Register and California Register and other recognition programs. A program to provide public recognition of the locally significant locations and structures in the Historic District should be developed, including markers at the sites, maintenance of a registry, awards, and other related measures. Besides significant properties in the Historic District, the program should include National and California Register and locally significant sites outside the Historic District.

#### 6.03.01 (c) (12) Housing

To maintain Historical Folsom as a small town, it is important to provide for a balanced range of housing types and affordability. The City can assist with repair or new construction in the interest of maintaining an appropriate balance.

#### 6.03.01 (c) (13) Cooperative programs

The City will work with private organizations such as the Folsom Historical Society, the Chamber of Commerce, the Sutter Street Merchants Association, and other civic-minded groups to stage events and implement programs which carry out the goals stated in these Design and Development Guidelines and in Chapter 17.52 of the Folsom Municipal Code.

#### 6.03.01 (c) (14) Open space

The City will work cooperatively with Folsom Lake State Recreation Area to improve access between the Historic District and park lands and for other mutually beneficial uses.

6.03.01 (c) (15) Nonconforming uses and structures, access irregularities, and similar issues

Changes in laws and practices through the years since Folsom's founding have resulted in situations which may cause difficulty for individual properties to meet current standards. The City will assist individuals to develop feasible plans resolving such problems.

6.03.01 (c) (16) Traffic study and improvements

Since traffic through the Historic District will continue to increase in the foreseeable future, the City will continue to study safety, access, and congestion issues and implement measures which are sensitive to the character of the Historic District.

Two studies are of particular importance. First, the City should evaluate the traffic operations and safety on the Historic District streets within one year following the opening of the new bridge across Lake Natoma. This study should consider the redistribution of traffic in the Historic District as caused by the new bridge and should recommend any additional operational or safety improvements for the area. Second, the City should evaluate the effects of closing Folsom Dam on the streets within the Historic District. Improvements designed to improve operations and safety, as well as to limit single-occupant automobile use, should be considered in the study. This study should also be conducted shortly after the new Lake Natoma bridge is open.

6.03.01 (c) (17) Commercial areas outside the Sutter Street Subarea

Historically, community focus was directed to the central business district, and it is true that the Sutter Street Subarea is the primary image citizens and tourists have of Historic Folsom. It may be important to do special studies of the other commercial areas to develop additional programs to meet their needs.

## 6.03.02 Financing

There are four basic funding sources for construction and programs in Historic Folsom: City funds, Redevelopment Agency funds, state or federal programs and laws, and private sources. Issuance of bonds and formation of assessment districts are forms of borrowing, repaid from one or more of the above sources. The following list is grouped according to the above categories and is intended to provide an overview rather than a comprehensive listing. When a project or program is proposed for implementation, the appropriate financing means should be identified. It is often necessary to combine various sources, and the services of financial consultants and attorneys may be necessary.

### 6.03.02 (a) City funds

City revenues fund the staffing and facilities which the City provides, such as installation of infrastructure, normal repair and replacement, administration, and special programs and projects. The City's budget process begins in the spring, for budget adoption prior to the beginning of the

fiscal year on July 1. The City may be able to directly fund projects and programs; provide matching funds to receive federal, state, or grant monies; leverage the use of private financing; issue and repay bonds; and channel citizen resources.

#### *6.03.02 (b) Redevelopment Agency funds*

The Folsom Redevelopment Agency was initially established in 1983 for the purpose of revitalizing declining areas of Folsom. It is funded by tax increment, which means that the increase in property tax revenue which results from a reassessment of property is distributed to the Redevelopment Agency instead of to the City, County, school district, and other recipients funded by property taxes. The Redevelopment Agency is obliged to spend 20% of its income to benefit low- and moderate-income housing, and the remaining 80% is available for projects to revitalize the redevelopment area. Folsom's redevelopment area encompasses the entire Historic District, plus areas in the vicinity of City Hall, E. Bidwell Street and Sibley Street. The Redevelopment Agency is expected to provide additional funds for its implementation of the goals enumerated herein, through its annual work program.

#### *6.03.02 (c) State or federal programs and laws*

Many federal programs are administered by the State, often in conjunction with State programs. Besides actual funds, State laws have been passed which enable the City to issue bonds and form special assessment districts, for example, the Municipal Improvement Act of 1913, the Landscaping and Lighting Act of 1972, the Mello-Roos Community Facilities Act of 1982, and the Benefit Assessment Act of 1982. Examples of Federal and State programs which may be utilized are Historic Preservation Tax Credits, Mills Act contracts, Certified Local Government status, California Main Street, Community Development Block Grants, and Transportation Enhancement Activities.

#### *6.03.02 (d) Private sources*

Stated another way, "private sources" merely means "non-public" and can range from a private citizen's investment in his or her own property to loans made by lending institutions to projects. Public funds are often a means to entice private investment. There are also private counterparts of public funds, such as grants by private foundations. One "private source" which is extremely valuable is the voluntary participation of the citizens of Folsom, whether individually as property and business owners or severally as members of civic-minded organizations. Many of the programs identified in these Design and Development Guidelines are only possible with active involvement of the residents, businesspersons, and property owners.

### 6.03.03 Implementation Measures

As of the effective date of the adoption of amendments to Chapter 17.52 of the Folsom Municipal Code and these Design and Development Guidelines, its provisions will provide the basis for designing and evaluating all projects in Historic Folsom. The Historic District Commission,



charged with specific approval authority, will also serve as a de facto clearinghouse and forum for community discussion of priorities and financing in implementing the goals stated herein, with final authority resting with the City Council. Input from other City Commissions and Committees may be requested and/or received by the Historic District Commission.

The Historic District Commission's initial tasks regarding implementation and financing are to develop a priority list of implementation programs and projects, a basic financing strategy, and operating procedures. The general goals of provision of parking in the Sutter Street Subarea and enabling the long-term maintenance of potential facilities to be installed throughout Historic Folsom were identified as essential to the long-term success of the preservation of the Historic District and achievement of the goals stated herein. Therefore the following was prepared as a discussion basis for final decisions to be made after adoption of these Design and Development Guidelines.

Costs of initial purchase, construction, and installation of new right-of-way improvements would be borne by the City, utilizing typical infrastructure funding sources, not assessments.

Construction of parking structures or acquisition of additional land is likely to require a combination of City and property owner funding. Formation of a parking assessment district is likely, along with use of redevelopment funds and other sources available to the City. Issuance of bonds is possible. In the case of the Railroad Block or corporation yard, public-private partnerships may be created.

## 6.04 CODE ENFORCEMENT

The regulations stated in Chapter 17.52 and these Design and Development Guidelines shall be enforceable through the City's code enforcement procedures as specified in Title 1 of the Folsom Municipal Code, and as more specifically set forth in Section 17.52.730 of the Folsom Municipal Code.