

Memorandum

To: Mark Rackovan, P.E.
From: Matt Weir, P.E., T.E., PTOE
Re: **Technical Memorandum #2 – Implementation Plan Update**
Historic District Parking Implementation Plan Update
Date: January 17, 2014

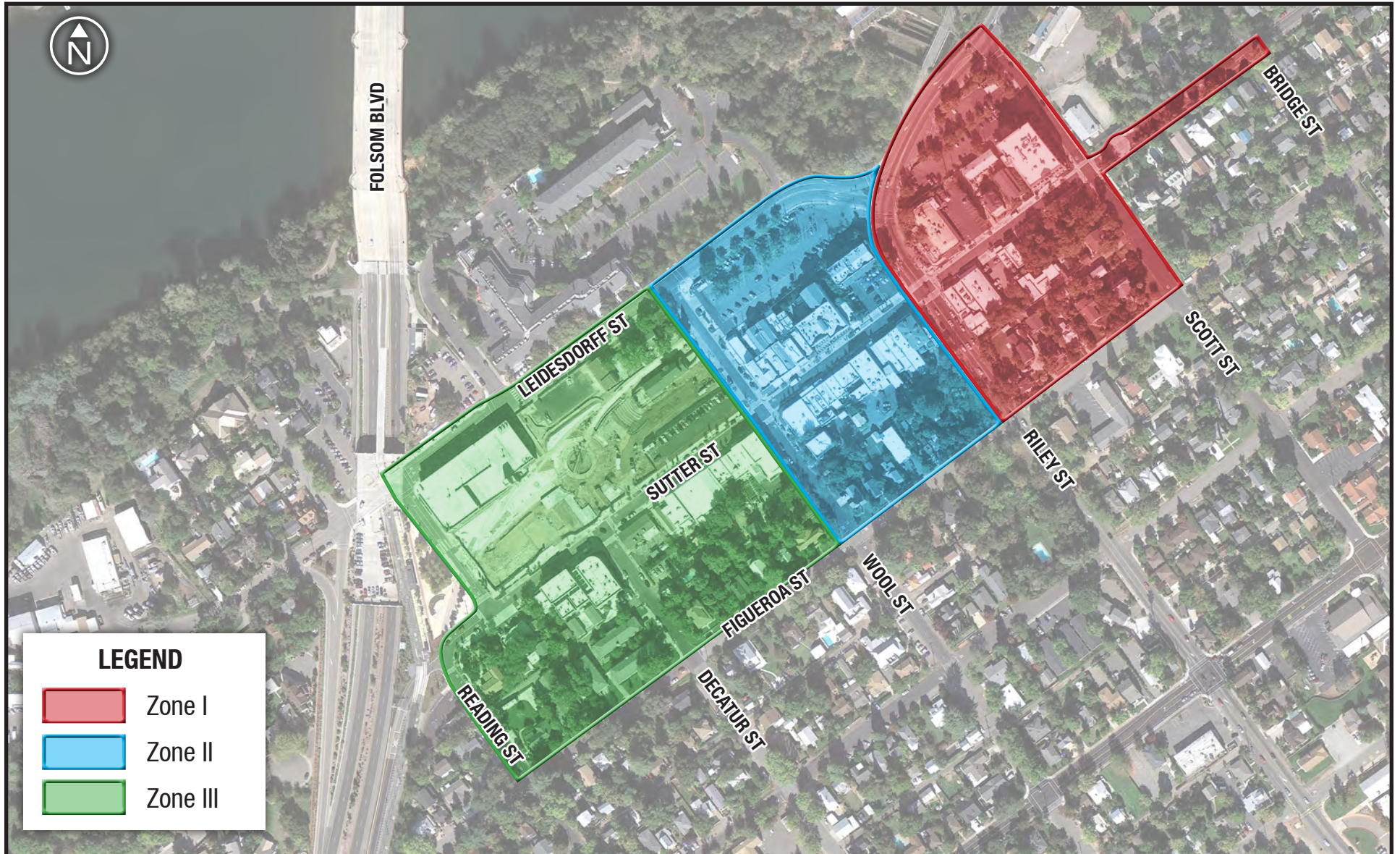
This memorandum builds upon the previously completed Existing Conditions evaluation (October 3, 2013) and is intended to provide the City with an updated projection of Historic District parking supply and demand over the next decade. **Figure 1** graphically depicts the three zones that have been established in the Historic District for the purposes of this study. **Table 1** presents the observed existing on-street and off-street parking supply which is also reflected in **Figure 2** and **Figure 3**.

Table 1 – Summary of Existing Off-Street and On-Street Parking Supply by Zone

Zone	Off-Street Public Parking Supply		On-Street Public Parking Supply		Total Existing Supply
I	Riley / Scott	75	Riley St. – Sutter St. to Figueroa St.	7	
			Sutter St. – Riley St. – Scott St.	13	
			Sutter St. – Scott St. – Bridge St.	10	
	Scalzi	51	Scott St. – Riley St. to Sutter St.	3	
			Scott St. – Sutter St. to Figueroa St.	17	
Subtotals:	126		50	176	
II	Trader Lane	116	Wool St. – Leidesdorff to Sutter St.	14	
			Wool St. – Sutter St. to Figueroa St.	16	
			Leidesdorff St. – Wool St. to Riley St.	11	
			Sutter St. – Wool St. to Riley St.	10	
	Subtotals:	116		51	
III	Rail Block Structure	330	Reading St. – Sutter St. to Figueroa St.	13	
	Leidesdorff / Gold Lake	28	Decatur St. – Sutter St. to Figueroa St.	18	
	Sutter / Wool	22	Leidesdorff St. – Reading St. to Gold Lake Cr.	8	
			Leidesdorff St. – Gold Lake Cr. to Wool St.	13	
			Sutter St. – Reading St. to Decatur St.	18	
			Sutter St. – Decatur St. to Wool St.	13	
	Subtotals:	380		83	
Total Off-Street Spaces:		622	Total On-Street Spaces:		184
					806
<i>Kimley-Horn and Associates, Inc., September 2013</i>					

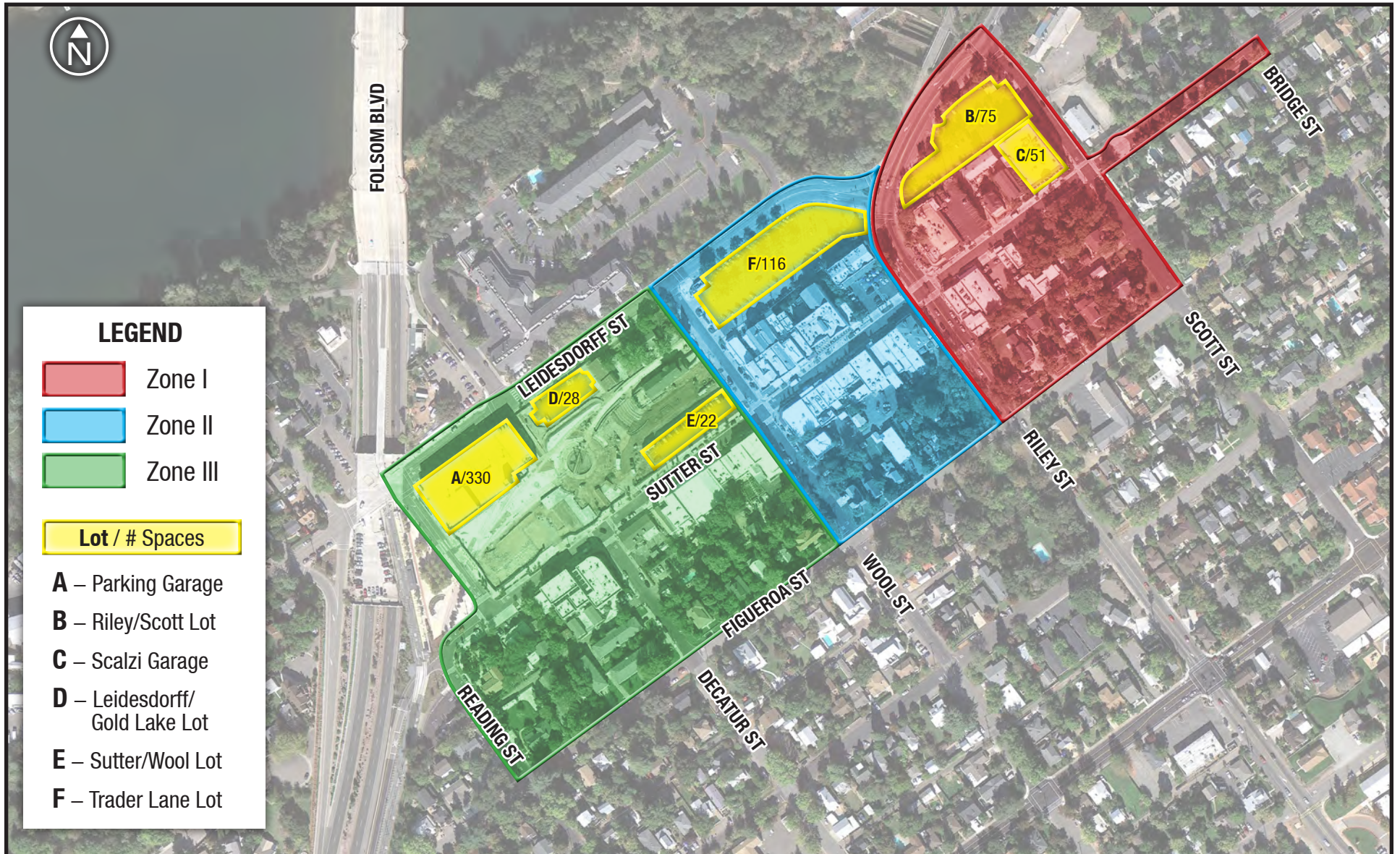
FOLSOM HISTORIC DISTRICT PARKING IMPLEMENTATION PLAN UPDATE

FIGURE 1 — Parking Zones



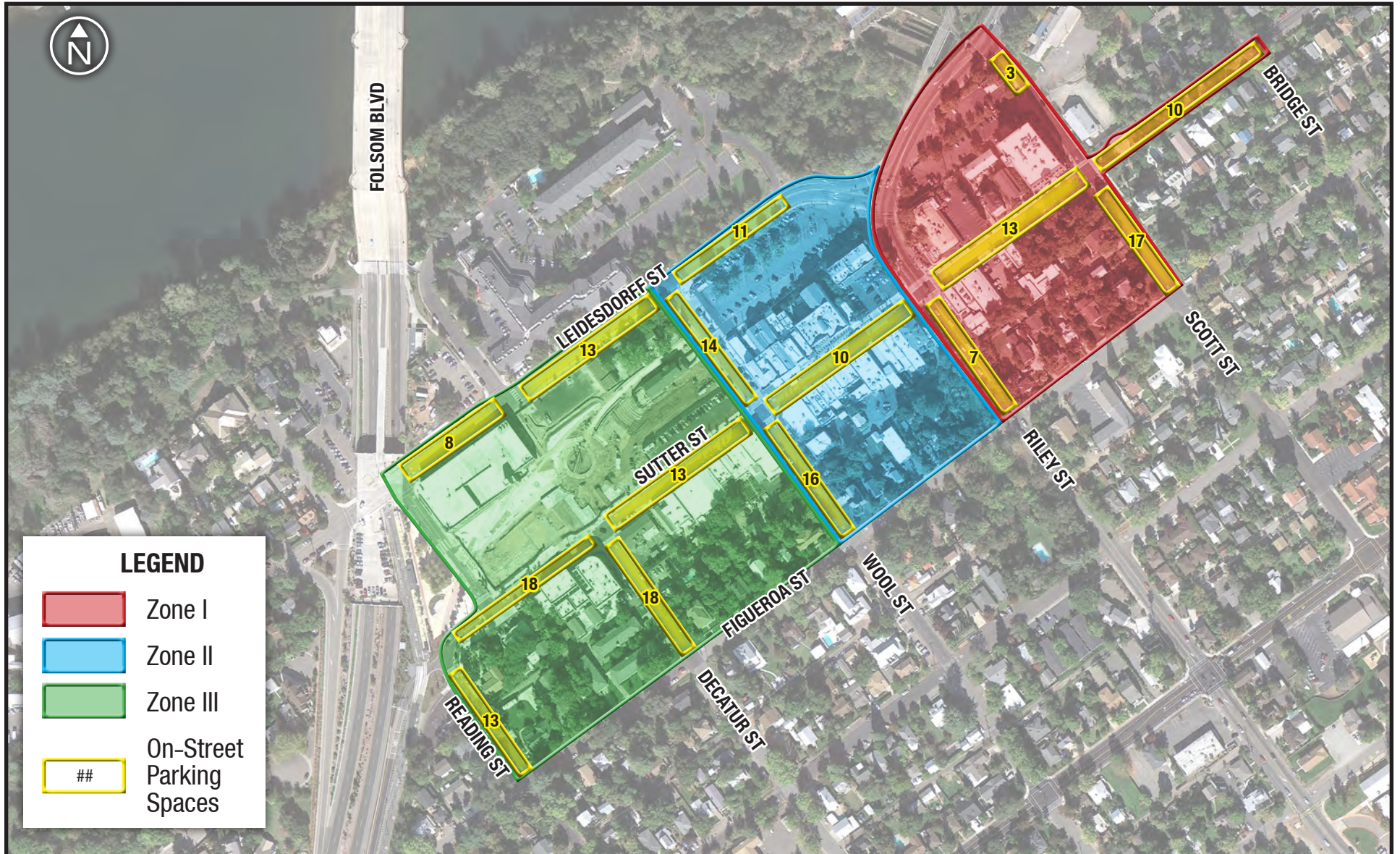
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FIGURE 2 — Existing Off-Street Parking Lots



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FIGURE 3 — Existing On-Street Parking Spaces



When compared to the data contained in our original study¹, the off-street and on-street parking supply included in the study has decreased by 53 (622 vs. 675) and 48 (184 vs. 232) spaces respectively. In total, the current parking supply included in the study is 101 spaces (806 vs. 907) less than was documented in 2008.

Parking occupancy data was collected on Wednesday, September 25 and Friday September 27, 2013. This data is included as **Attachment A** to this memorandum. When compared to the data contained in our original study¹, it is apparent that parking behavior has changed in the Historic District. Unlike the 2008 data which reflected peak weekday occupancies (off- and on-street) of over 70 percent, the current data peaks at less than 40 percent combined occupancy. Likewise, the weekend (Friday evening) data previously peaked at nearly 85 percent occupancy with the current data reflecting less than 50 percent occupancy.

As previously discussed, we acknowledge that the most recent occupancy data includes vehicles that are parked in the Rail Block parking structure for the purposes of using Light Rail specifically, and not as a result of the land uses within the Historic District. In addition to removing the Light Rail off-street lots from the existing demand calculations, will also calculated the proportion of the Rail Block parking structure's parked vehicles that are not specific to Light Rail. The data contained in **Attachment A** reflects these assumptions.

Parking Model Development

As was the case with the original study, the first step towards determining the updated future parking demand is to update and validate the Historic District parking model to ensure that it accurately predicts/mimics existing conditions. The parking model is considered to be "validated" if the difference in model-predicted peak parking demand and the observed peak parking demand is within ± 10 percent. Also, validation is considered to be achieved when the model-predicted time-of-day hourly profile closely matches observed profiles. Once validated for the updated existing conditions, the parking model was then used to project updated future parking demand.

Existing Land Uses

The existing Historic District land uses were obtained from the Folsom Historic District Association. Where appropriate, assumptions were made using the original study and professional judgment. A detailed parcel-by-parcel list of District parcels and their assumed development status is provided in **Attachment B**.

Table 2 summarizes the existing land uses by Zone. Existing private land uses which provide parking exclusively for their patrons are excluded from the parking model.

¹ *Historic District Parking Implementation Plan Update*, Kimley-Horn and Associates, Inc., January 16, 2009.

Table 2 – Existing Land Use Types and Square Footages

Land Use Type	Existing Square Footage			
	Zone 1	Zone 2	Zone 3	All Zones
Retail	9,786	30,975	9,460	50,221
Restaurant	15,298	2,700	3,600	21,598
Office	24,422	7,500	28,961	60,883
Club/Bar/Tasting Rooms	4,190	6,250	1,500	11,940
Theater (Seats)	0	115	0	115
Museum / Exhibit Space	0	0	15,703	15,703
Total	53,696	47,425 + 115 Theater Seats	59,224	144,642 + 115 Theater Seats

Consistent with the original study, parking demand was estimated based on parking generation rates published by the Institute of Transportation Engineers' (ITE) *Parking Generation, 3rd Edition, 2004* and the Urban Land Institute's (ULI) *Shared Parking, 2nd Edition*. Because these rates are developed from isolated suburban land uses poorly served by transit, they do not represent the true parking demand generated by uses located in walkable, mixed-use districts such as Folsom's Historic District. Therefore, the rates have been adjusted to reflect 1) the unique parking generation characteristics of the Historic District, 2) linked trips whereas people park once in a public parking space and walk to multiple locations, 3) internal non-auto trips whereas people who reside in or near the Historic District walk to commercial establishments, 4) a reasonable level of transit use, and 5) the interaction of uses at sites with multiple land use types (mixed use internal capture). The adjusted parking demand generation rates used in this study include the following adjustment factors:

- Two (2) percent reduction for transit trips
- Three (3) percent reduction for bicycle trips
- Four (4) percent reduction for walk trips,
- Fifteen (15) percent reduction for captive trips

Parking Model Validation – Weekday

Following calibration of the parking model, existing weekday conditions were predicted. The results were compared to the observed weekday parking occupancy for existing land uses. The results of the weekday comparison are summarized in **Table 3** below:

Table 3 – Comparison of Parking Model Calibration Results with Observed Parking Occupancy – Weekday

No.	Item	Model Prediction of Demand	Observed Demand	Percent Difference
1	Existing Peak Weekday Parking Demand	378 spaces	339 spaces	10%
2	Existing Peak Hour	12:00 Noon	12:00 Noon	N/A
3	Existing Peak Demand Periods	12:00 a.m. to 2:00 p.m., 5:00 p.m. and 7:00 p.m.	11:00 a.m. to 1:00 p.m., 5:00 p.m. and 7:00 p.m.	

As per the parking model, the weekday peak parking demand is 378 spaces and the peak parking demand observed using occupancy survey is 339 spaces, a difference of 39 spaces, or a 10 percent difference. Based on this finding, the parking model is considered to be validated.

Parking Model Validation – Weekend

Following calibration of the parking model, existing weekday conditions were predicted. The results were compared to the observed weekday parking occupancy for existing land uses. The results of the comparison are summarized in **Table 4** below. It is important to note that weekend parking occupancy surveys were conducted only between 6:00 p.m. and 9:00 p.m. on a Friday night.

Table 4 – Comparison of Parking Model Calibration Results with Observed Parking Occupancy – Weekend

No.	Item	Model Prediction of Demand	Observed Demand	Percent Difference
1	Existing Peak Weekend Parking Demand	442 spaces	446 spaces	-1%
2	Existing Peak Hour	7:00 p.m.	6:00 p.m.	N/A
3	Existing Peak Demand Periods	6:00 p.m. to 8:00 p.m.	6:00 p.m. and 7:00 p.m.	

The model predicted weekend peak parking demand is 422 spaces and the observed peak parking demand is 446 spaces, a difference of 4 spaces, or 1 percent. Based on this finding, the parking model could be concluded as validated.

Future Parking Supply and Demand Analysis

Consistent with the City’s direction as part of the original study, the future development scenario is constrained by the amount of future parking supply achieved by the addition of one new parking structure. This new structure is assumed to be constructed on the Trader Lane lot.

The purpose of this analysis was to estimate the amount of future available parking supply, and the corresponding amount of future development, which can be accommodated by the addition of a single new parking structure on the Trader Lane lot. Consistent with current Historic District design guidelines², this single structure would have a 50-foot height limitation. The amount of future available parking supply correlates into an amount of supported future development. The future parking supply is approximated as the sum of excess existing parking supply after accounting for parking demand generated by existing and planned/approved development, and the parking supply that could be accommodated in a new Trader Lane structure.

It is important to note that, per the City’s direction the “planned/approved projects” include Fire Rain (Zone I), Westwood (Zone III), and Historic Folsom Station (Zone III). Furthermore, because existing land uses (excluding the specialty uses such as Club/Bar/Tasting Rooms, Theater, Museum/Exhibit Space) within the Historic District are classified primarily as retail, restaurant, or office uses, future development was also similarly allocated across these three land use types.

² *Historic District Design and Development Guidelines*, City of Folsom, October 1, 1998.

Future Parking Supply

Future Off-Street Parking Supply

The future off-street parking supply is comprised of existing off-street parking facilities and planned public spaces as part of known new development. Loss of parking spaces from new development includes 50 spaces with development of the Rail Block, and 116 spaces with the development of a parking structure on the Trader Lane lot. The number of future off-street parking locations, as well as the number of spaces provided are shown in **Figure 4**.

Future On-Street Parking Supply

The future on-street parking supply is equal to the existing conditions. No on-street changes are anticipated or incorporated in this update. Consistent with the existing conditions, the study area contains a total of 184 on-street parking spaces.

Total Future On- and Off-Street Parking Supply

Table 5 summarizes the total future number of parking spaces by Zone and in total. There are 640 total future off- and on-street parking spaces within the study area. The future off- and on-street parking supply of 640 spaces is 166 spaces less than the existing parking supply.

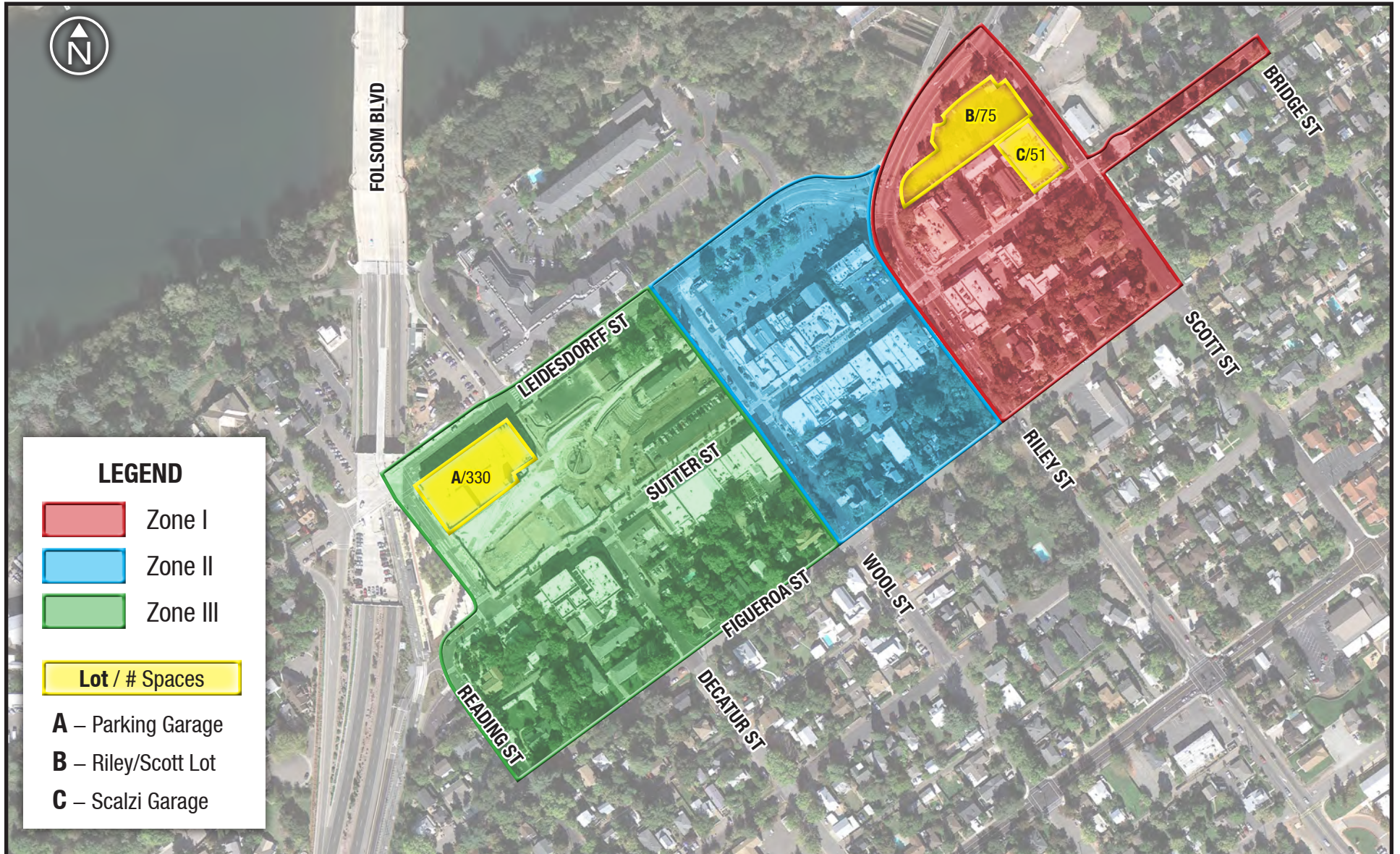
Table 5 – Summary of Future Off-Street and On-Street Parking Supply by Zone

Zone	Off-Street Public Parking Supply		On-Street Public Parking Supply		Total Existing Supply
I	Riley / Scott	75	Riley St. – Sutter St. to Figueroa St.	7	
			Sutter St. – Riley St. – Scott St.	13	
			Sutter St. – Scott St. – Bridge St.	10	
	Scalzi	51	Scott St. – Riley St. to Sutter St.	3	
			Scott St. – Sutter St. to Figueroa St.	17	
Subtotals:	126		50	176	
II			Wool St. – Leidesdorff to Sutter St.	14	
			Wool St. – Sutter St. to Figueroa St.	16	
			Leidesdorff St. – Wool St. to Riley St.	11	
			Sutter St. – Wool St. to Riley St.	10	
	Subtotals:	0		51	
III	Rail Block Structure	330	Reading St. – Sutter St. to Figueroa St.	13	
			Decatur St. – Sutter St. to Figueroa St.	18	
			Leidesdorff St. – Reading St. to Gold Lake Cr.	8	
			Leidesdorff St. – Gold Lake Cr. to Wool St.	13	
			Sutter St. – Reading St. to Decatur St.	18	
			Sutter St. – Decatur St. to Wool St.	13	
	Subtotals:	330		83	
Total Off-Street Spaces:	456	Total On-Street Spaces:	184	640	

Note: Excludes off-street parking supply gained in proposed Trader Lane parking structure.

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FIGURE 4 — Future Off-Street Parking Lots



Existing plus Future Parking Demand

In context of this study, future parking demand is defined as a demand for parking that cannot be accommodated by individual on-site, private supply. Therefore, this demand must be accommodated by the municipal parking supply, either on-street or off-street. The purpose of this analysis is to estimate existing plus future parking demand and determine whether the existing and planned public parking supply (including the proposed Trader Lane parking structure) is sufficient.

For this study, the demand generated by future Historic District residential uses is assumed to be accommodated on-site. Residential visitors, and employees and patrons of the commercial uses, are assumed to park off-site and rely on the public parking supply. Based on these assumptions, the future parking demand is estimated.

Future Land Uses

As previously stated, the future development scenario is constrained by the amount of future parking supply achieved by the addition of one new parking structure. This new structure is assumed to be constructed on the Trader Lane lot, and incorporate ground floor retail. Based on a preliminary schematic and feasibility evaluation, 442 spaces can be accommodated in this structure. The net available parking spaces within the District, after accounting for existing and planned/approved parking demand and practical capacity, is up to 445 spaces. This level of parking supply (445 spaces) was determined to accommodate 40,600 square feet of retail, 29,000 square feet of restaurant, and 46,400 square feet of office uses in addition to the planned/approved projects and ground floor retail within the Trader Lane parking structure.

The future square footages were estimated using the existing proportion of square footages within the District. The total future development that could be accommodated is 135,850 square feet, including 19,850 square feet of ground floor retail within the proposed parking structure. **Table 6** shows the land use categories and square footages representing future land uses.

Existing plus Future Parking Supply and Demand

Using the adjusted parking generation demand rates and the trip reduction percentages for transit, bike, walk, and captive trips, the parking model predicts existing plus future weekday and weekend parking demand.

Table 7 presents the results of the determination of the amount of future development which can be accommodated by the available District parking supply with the addition of a Trader Lane parking structure.

Table 6 – Future Land Use Types and Square Footages

Land Use Type	Future Square Footage or Dwelling Units			
	Planned / Approved Projects ¹	Trader Lane Structure Ground Floor Retail	Additional Development Accommodated by 442 Space Trader Lane Structure	Total Future Development
Retail	28,350	19,850	40,600	88,800
Restaurant	8,500	-	29,000	37,500
Office	16,334	-	46,400	62,734
Club/Bar/Tasting Rooms	1,717	-	-	1,717
Theater (Seats)	-	-	-	-
Museum / Exhibit Space	-	-	-	-
Residential (Dwelling Units – D.U.)	62	-	-	62
Total	54,901 62 D.U.	19,850	116,000	190,751 62 D.U.

¹ Includes Fire Rain, Historic Folsom Station, and Westwood projects

As shown in **Table 7**, based on the future parking supply limitations (445 weekday and 398 weekend), an assumed future development scenario of 40,600 square feet of retail, 29,000 square feet of restaurant, and 46,400 square feet of office uses should be assumed and utilized in future planning efforts for the District.

Accounting for assumed construction timelines and logical, sequential implementation of District development, the anticipated parking supply and demand were plotted to graphically depict parking conditions in the District over time for conditions both with and without a new parking structure on the Trader Lane lot. This information is provided in **Figures 5-8**. As demonstrated, the City should begin construction of a Trader Lane parking structure in July 2016, at which point the District-wide parking occupancy is anticipated to be approximately 85 percent. An assumed 12-month construction timeline will allow the parking structure to be completed and operational in mid-2017 to achieve a District-wide occupancy of 65 percent.

Table 7 – Permissible Future Development Based on Future Parking Supply

Step #	Steps	Weekday	Weekend	
1	Estimated Parking Spaces in Trader Lane structure	442 spaces	442 spaces	
2	Parking Demand for Planned/Approved Projects	150 spaces	155 spaces	
	Existing Parking Demand	378 spaces	442 spaces	
3	Total Parking Demand	528 spaces	597 spaces	
4	Future Parking Supply (excludes the existing surface and proposed structure parking spaces in Trader Lane Lot) ¹	640 spaces	640 spaces	
	Excess (Deficit) Parking Spaces	112 spaces	43 spaces	
5	Available Parking Supply for Future Development (step 1 + step 4)	554 spaces	485 spaces	
	Parking Demand for Wrap-Around Retail	60 spaces	43 spaces	
	Total Available Parking Supply for Future Development	494 spaces	442 spaces	
6	Practical Capacity Reduction	10%	10%	
	Net Total Available Parking Supply for Future (90% of step 5)	445 spaces	398 spaces	
	Future Land Uses	Quantity	Peak Weekday Demand	Peak Weekend Demand
7	Retail	40,600 SF	124 spaces	106 spaces
	Restaurant	29,000 SF	85 spaces	287 spaces
	Office	46,400 SF	112 spaces	3 spaces
	Total	116,000 SF	321 spaces	396 spaces
¹ The future parking supply includes 184 on-street spaces and 456 off-street spaces for a total of 640 spaces. The off-street parking spaces includes the following: <ul style="list-style-type: none"> - Riley/Scott Lot = 75 spaces - Scalzi = 51 spaces - Rail Block Parking Structure = 330 spaces 				

Attachments:

- A – Parking Occupancy Data
- B – District-Wide Parcel-by-Parcel Land Use Assumptions

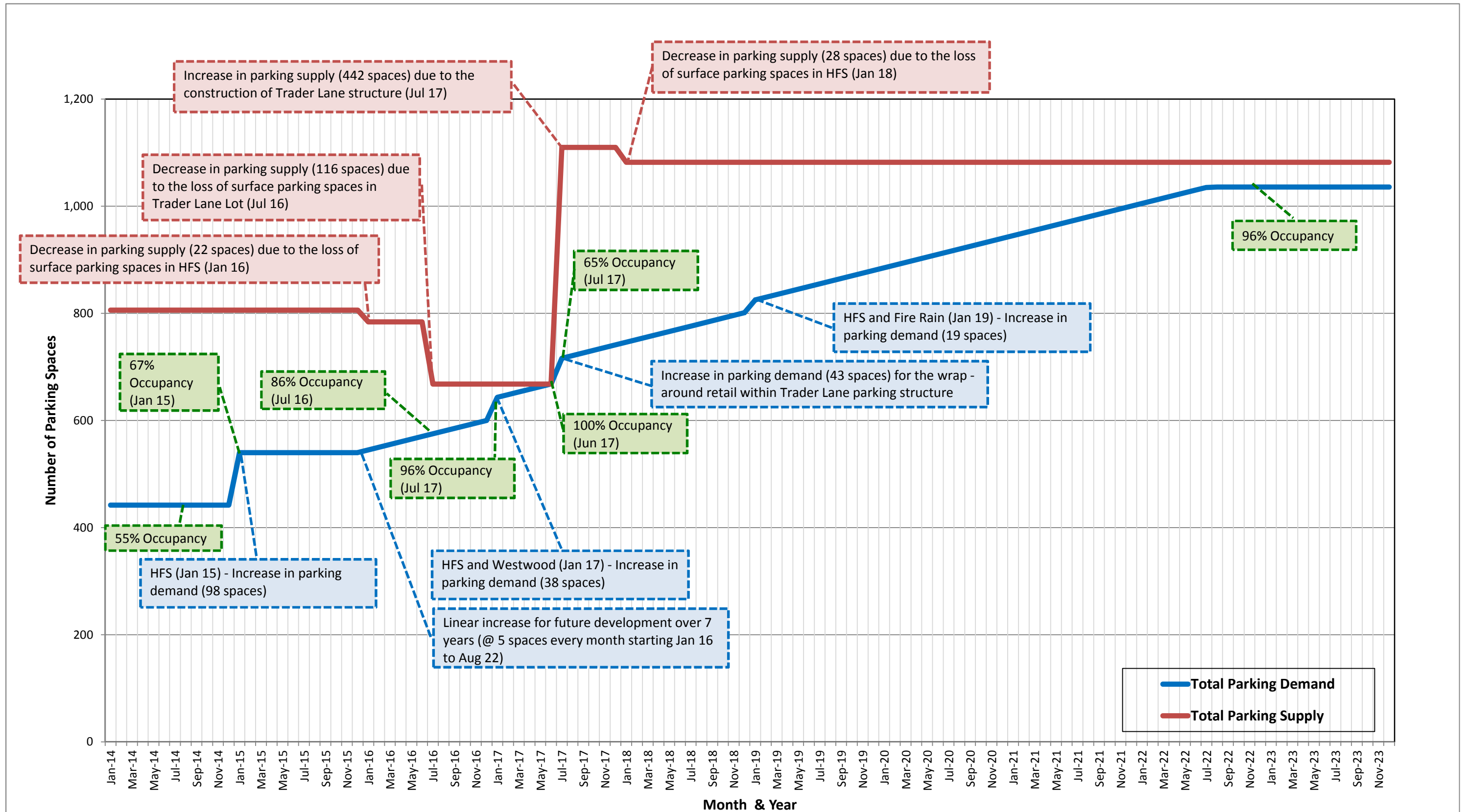


Figure 5 - Weekend Parking Supply and Demand Timeline

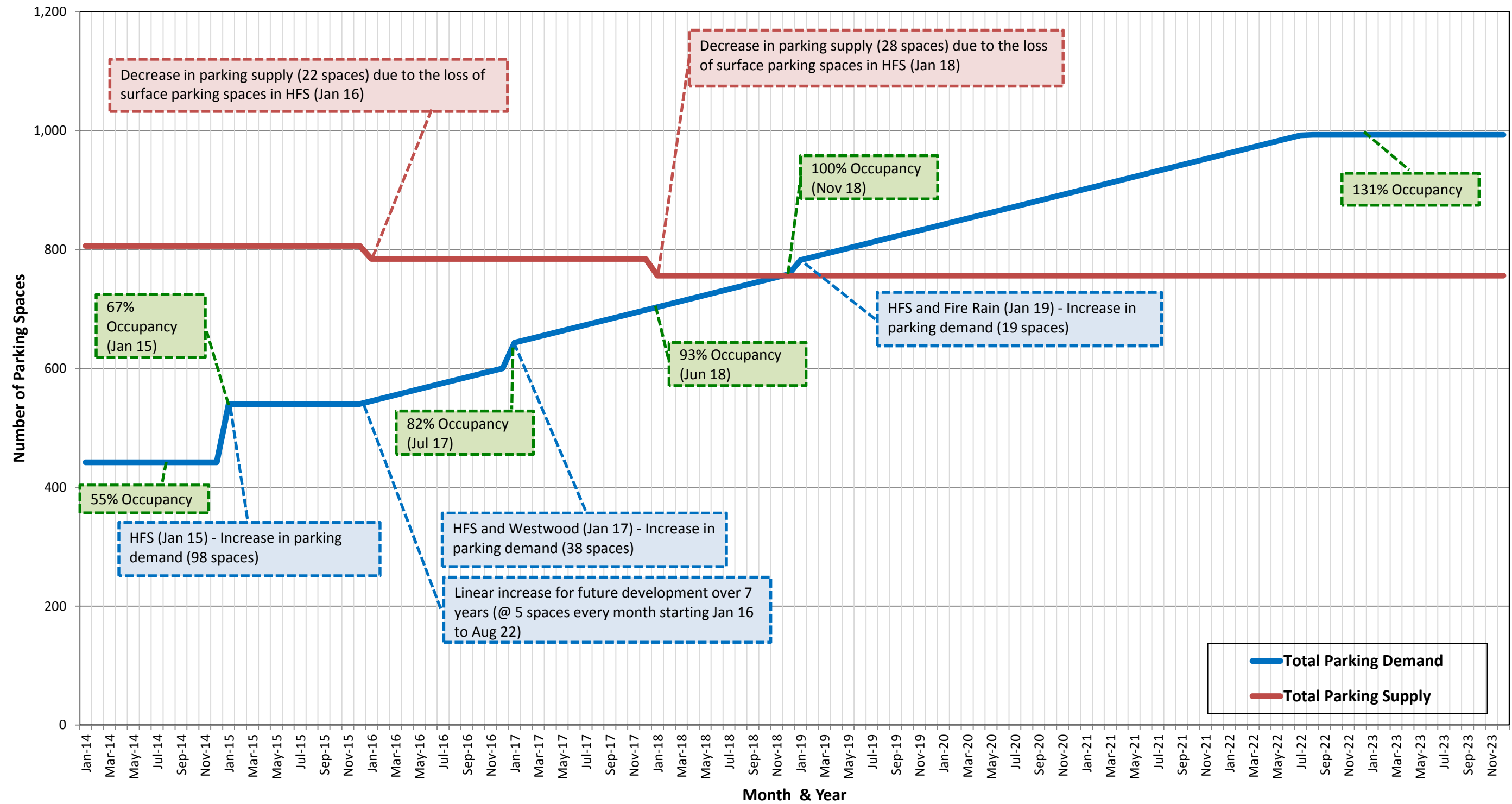


Figure 6 - Weekend Parking Supply and Demand Timeline (No Trader Lane Structure)

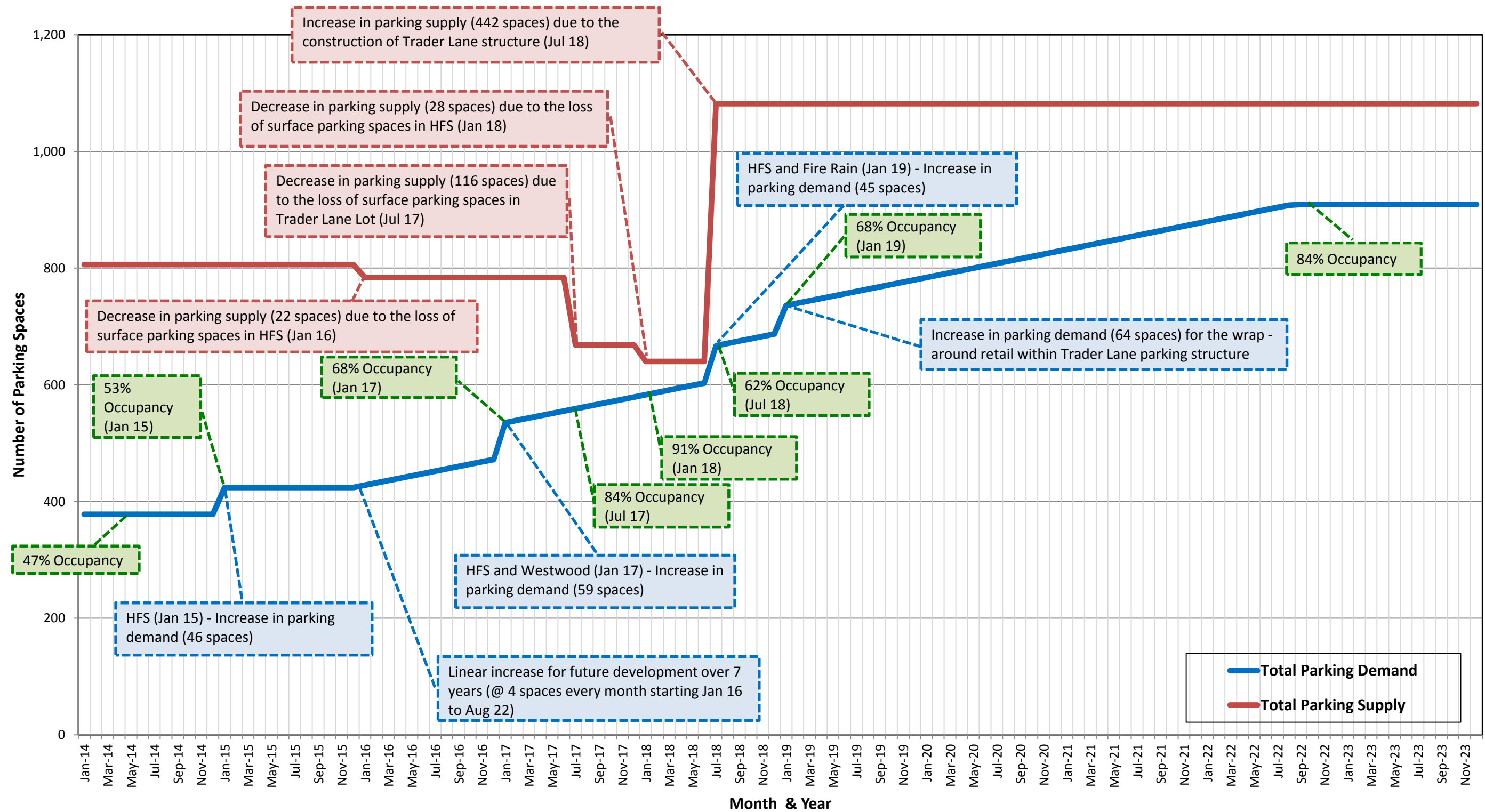


Figure 7 - Weekday Parking Supply and Demand Timeline

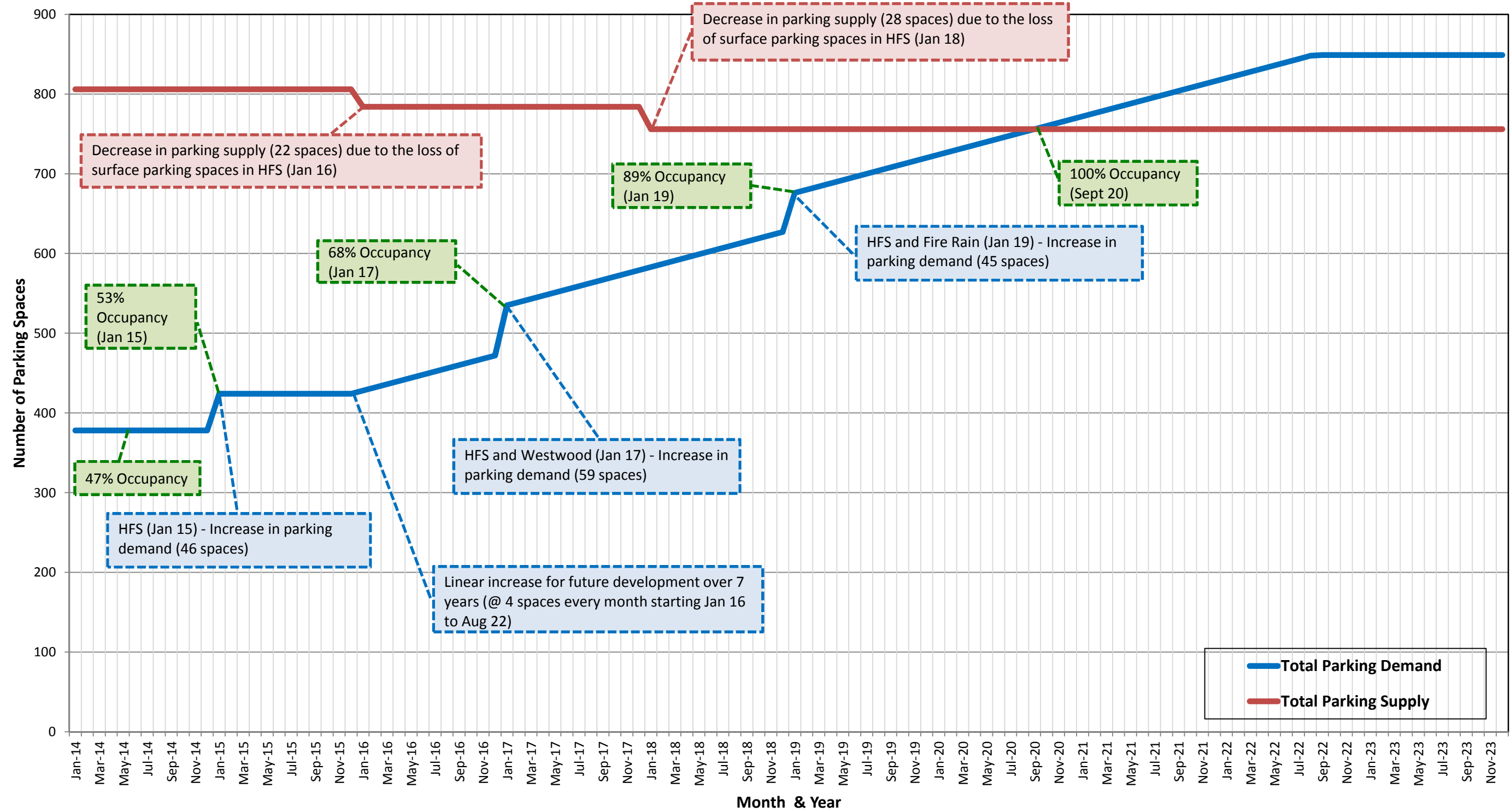
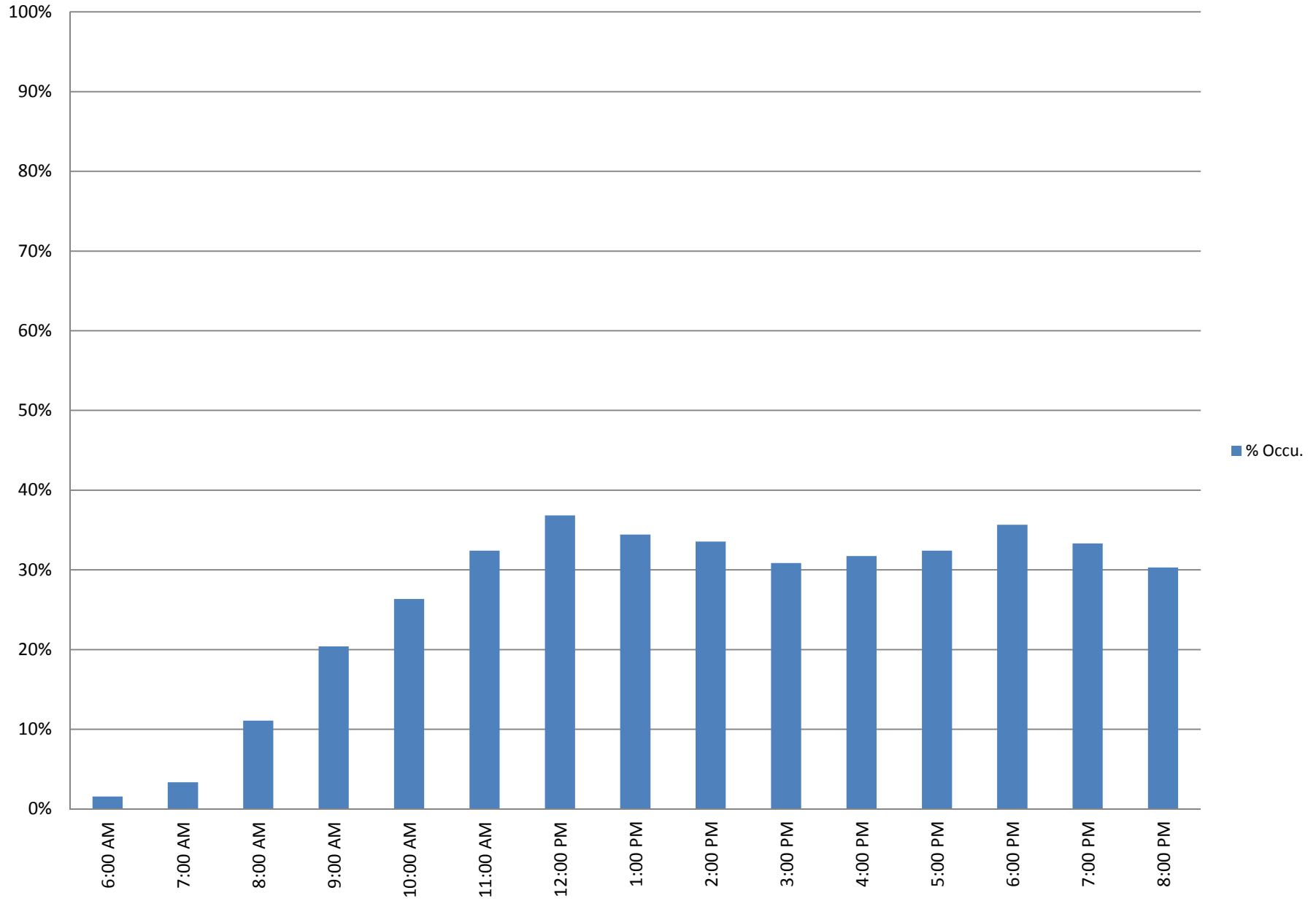


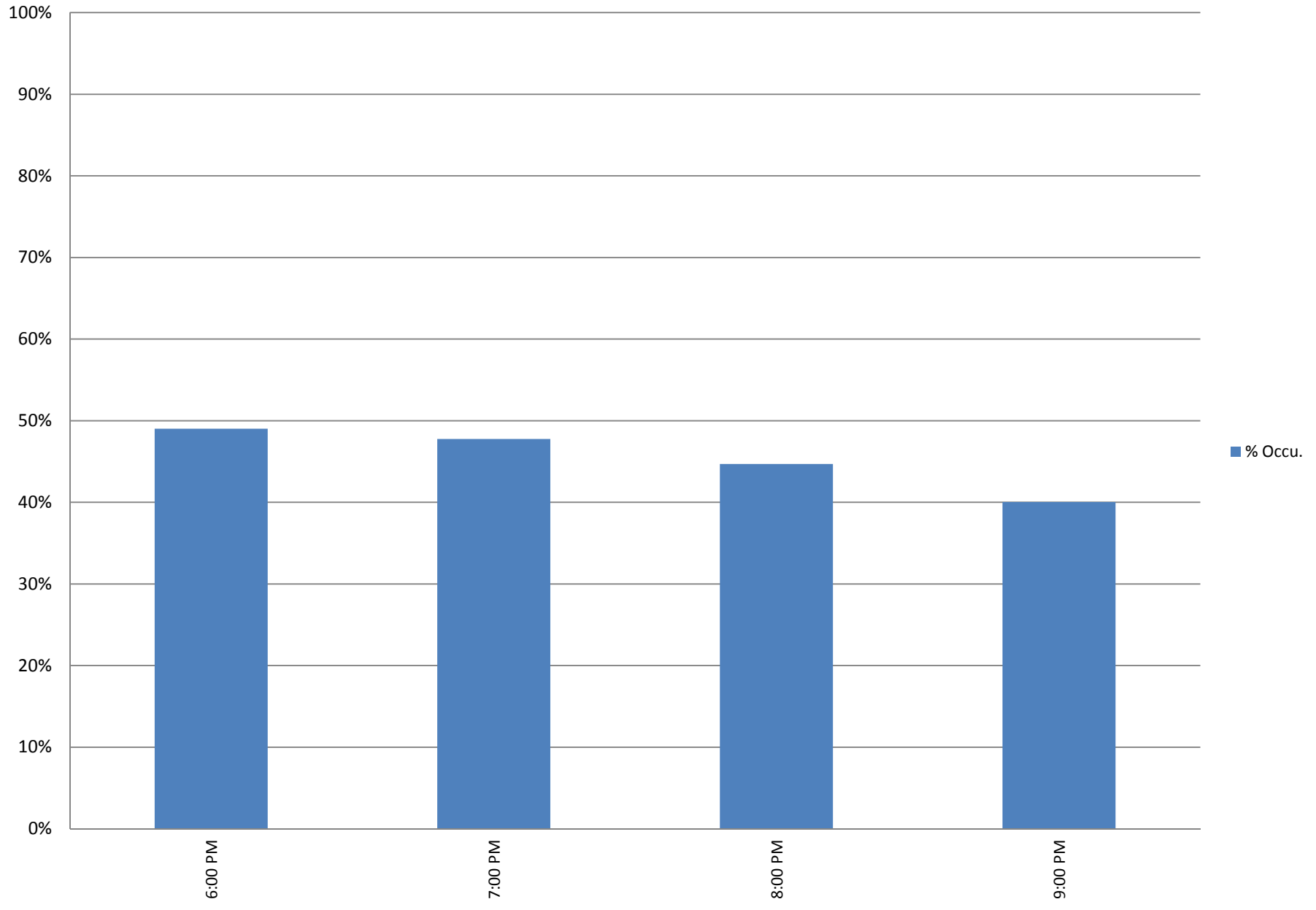
Figure 8 - Weekday Parking Supply and Demand Timeline (No Trader Lane Structure)

Attachment A – Parking Occupancy Data

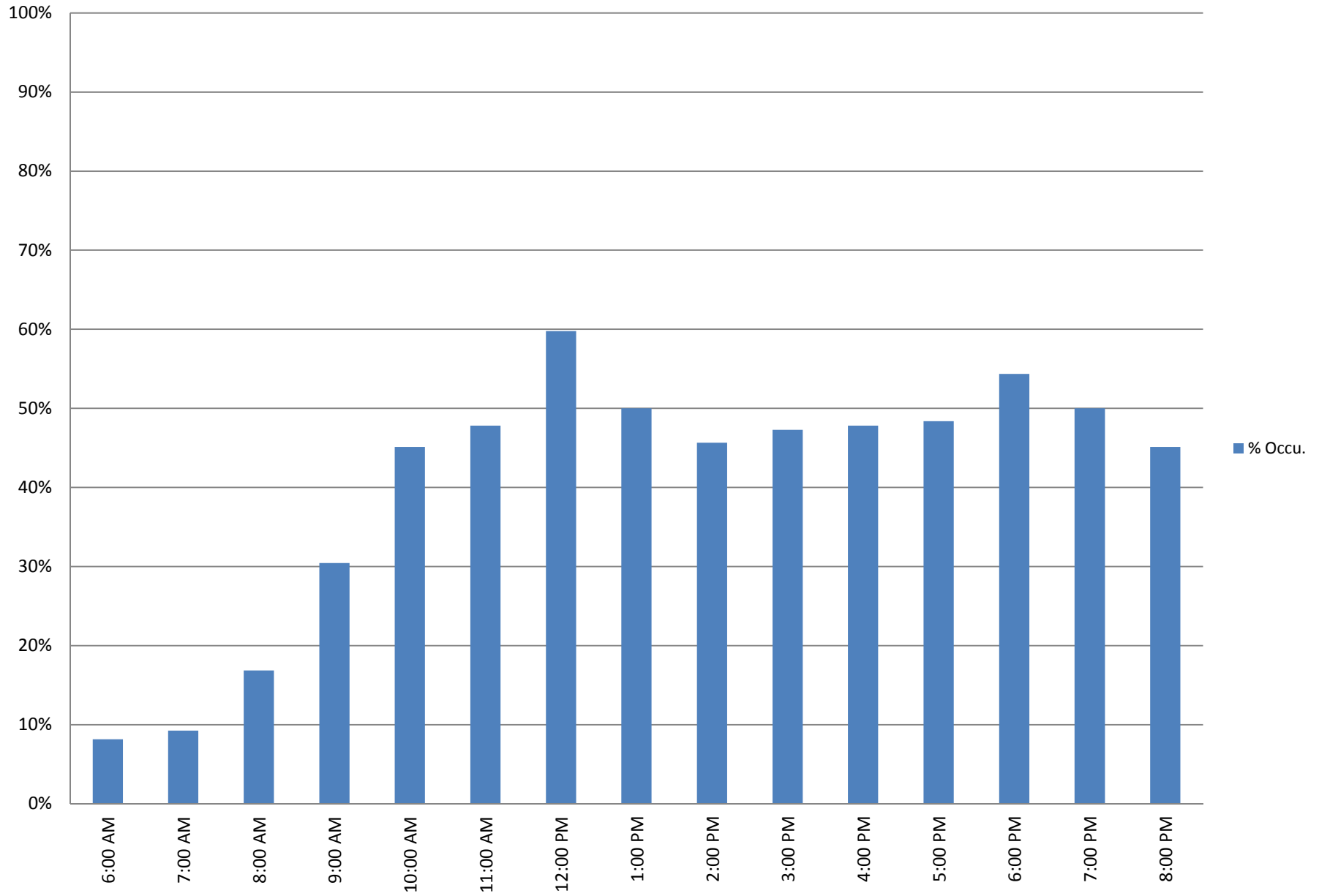
Existing Parking Occupancy (Off-Street) - Weekday



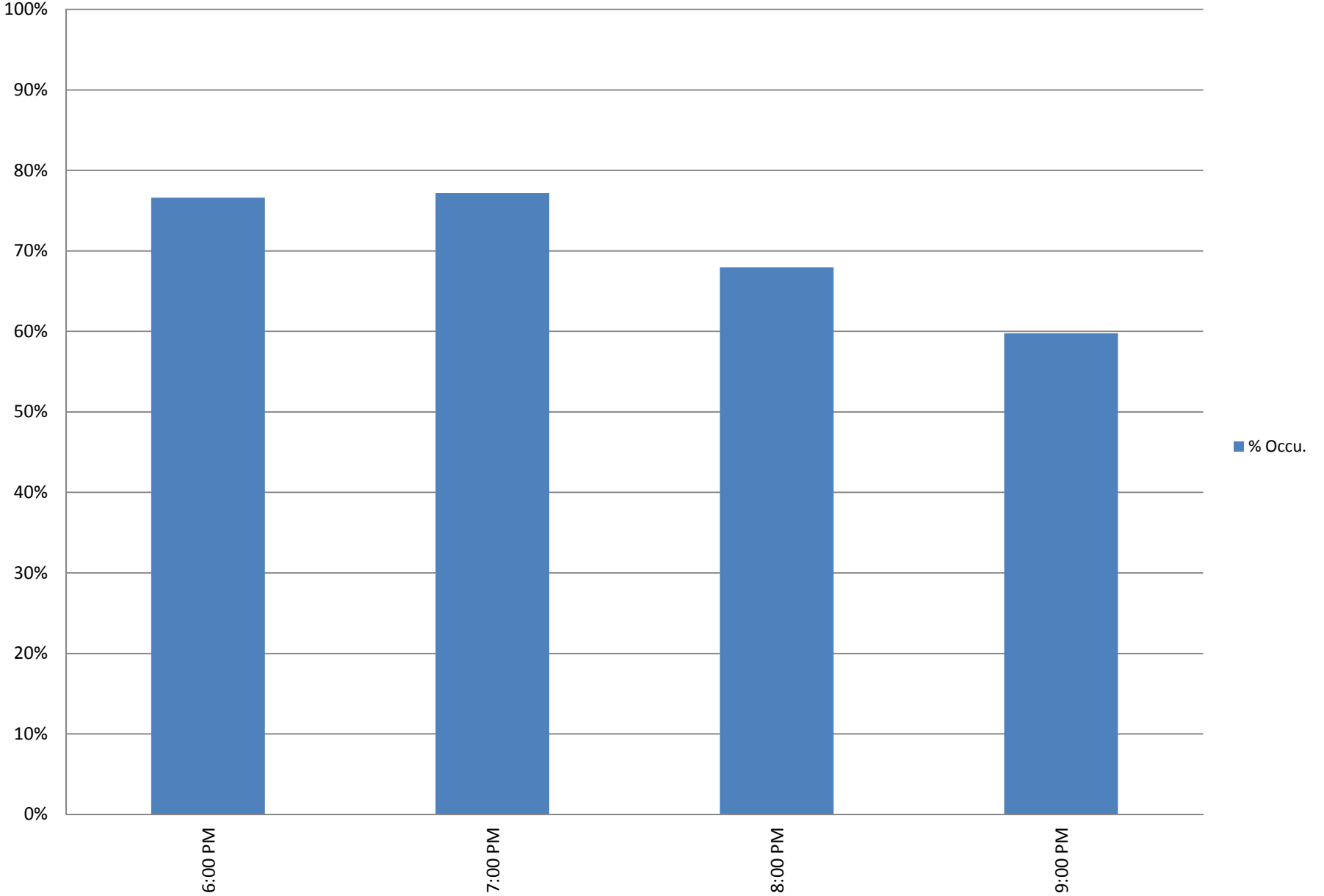
Existing Parking Occupancy (Off-Street) - Weekend



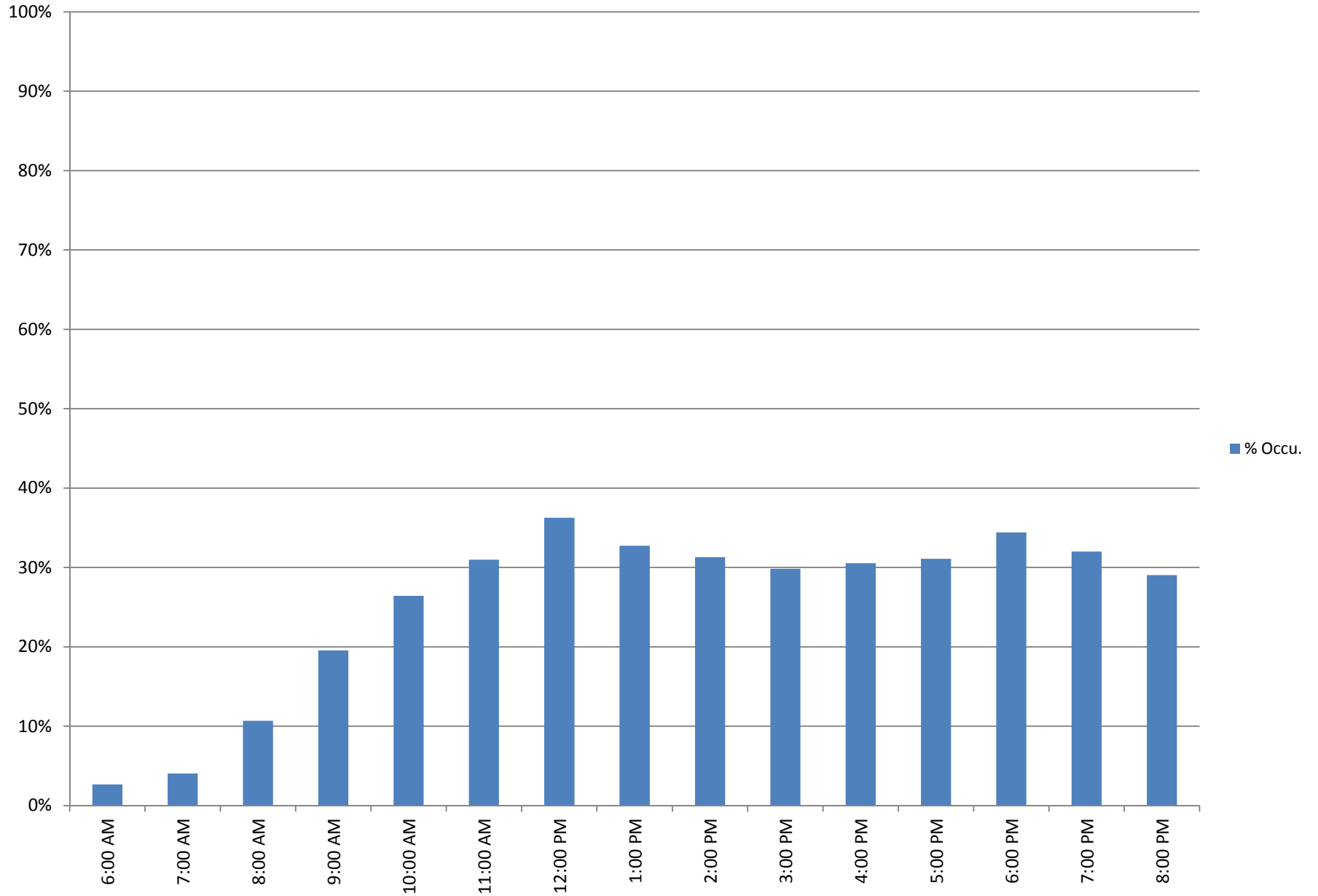
Existing Parking Occupancy (On-Street) - Weekday



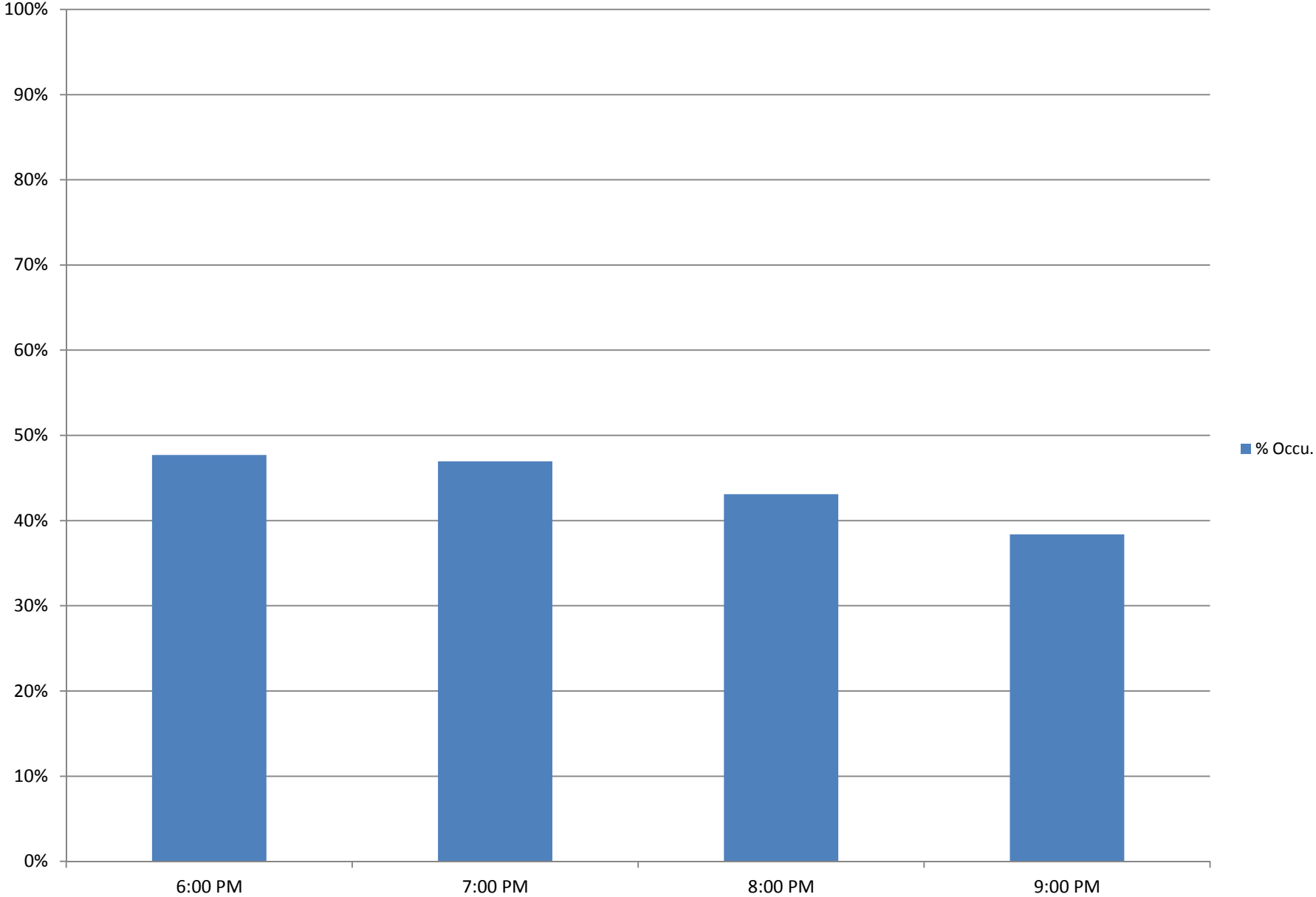
Existing Parking Occupancy (On-Street) - Weekend



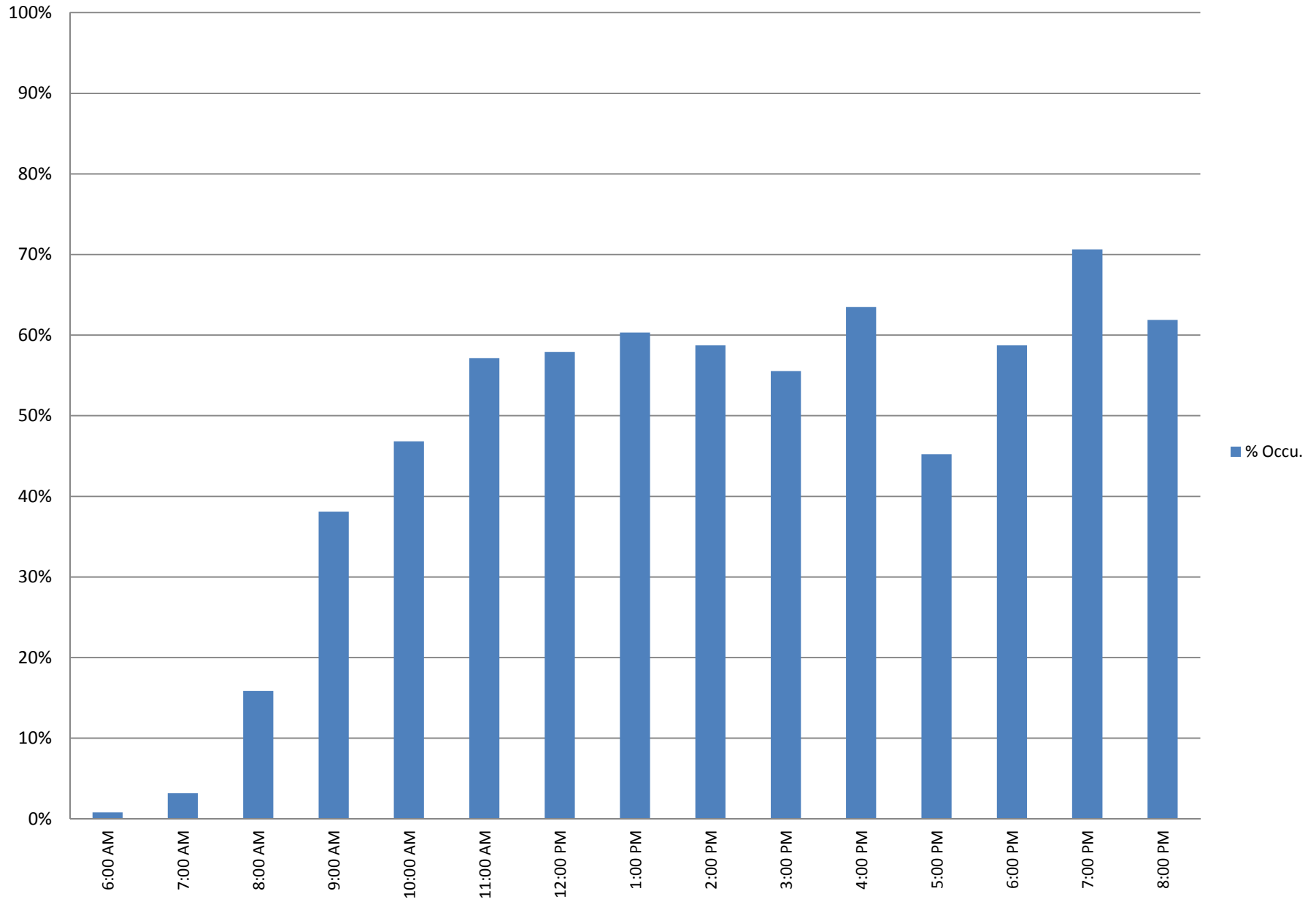
Existing On-Street and Off-Site Parking Occupancy - Weekday



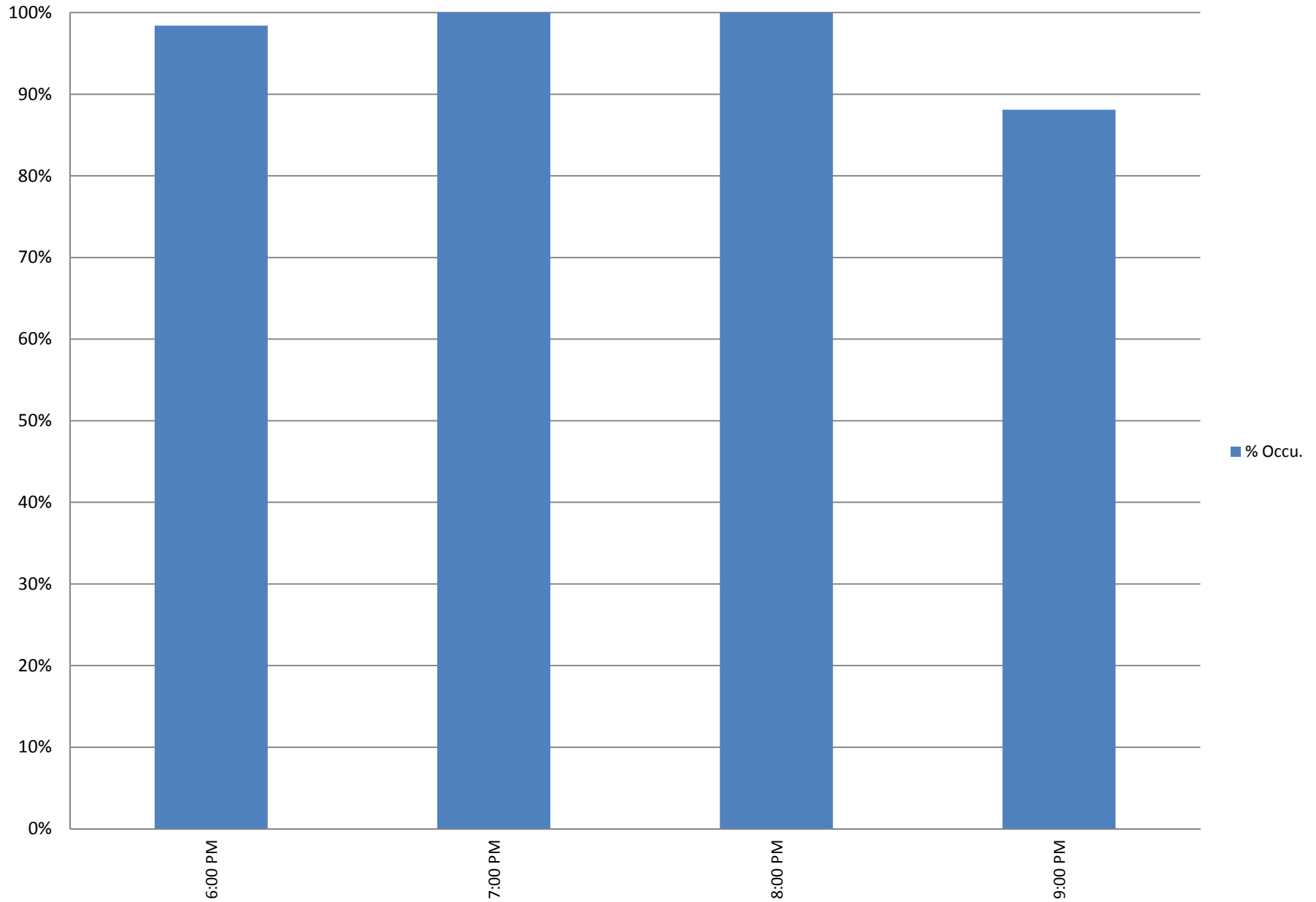
Existing On-Street and Off-Site Parking Occupancy - Weekend



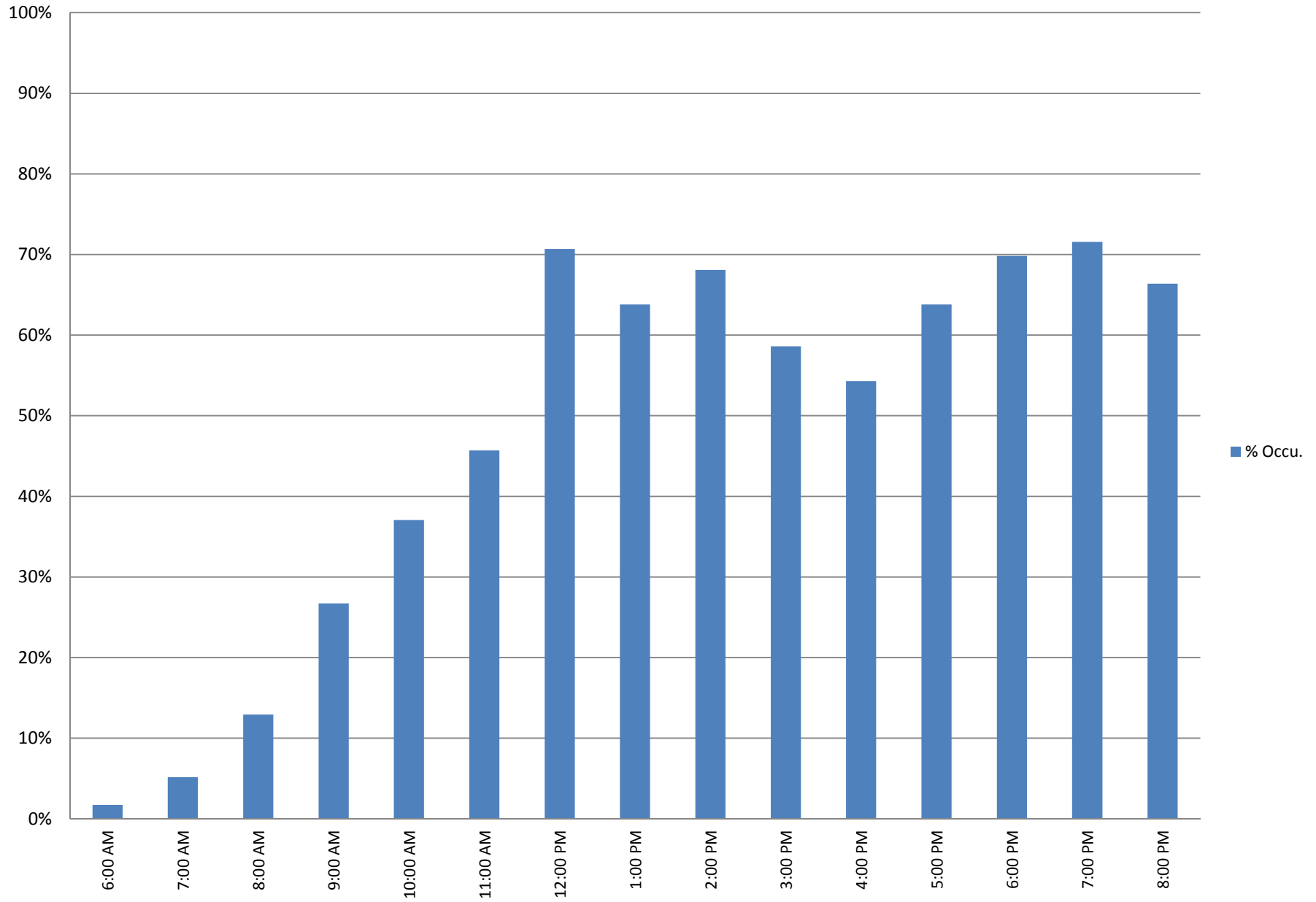
Existing Parking Occupancy (Off-Street) - Weekday- Zone 1



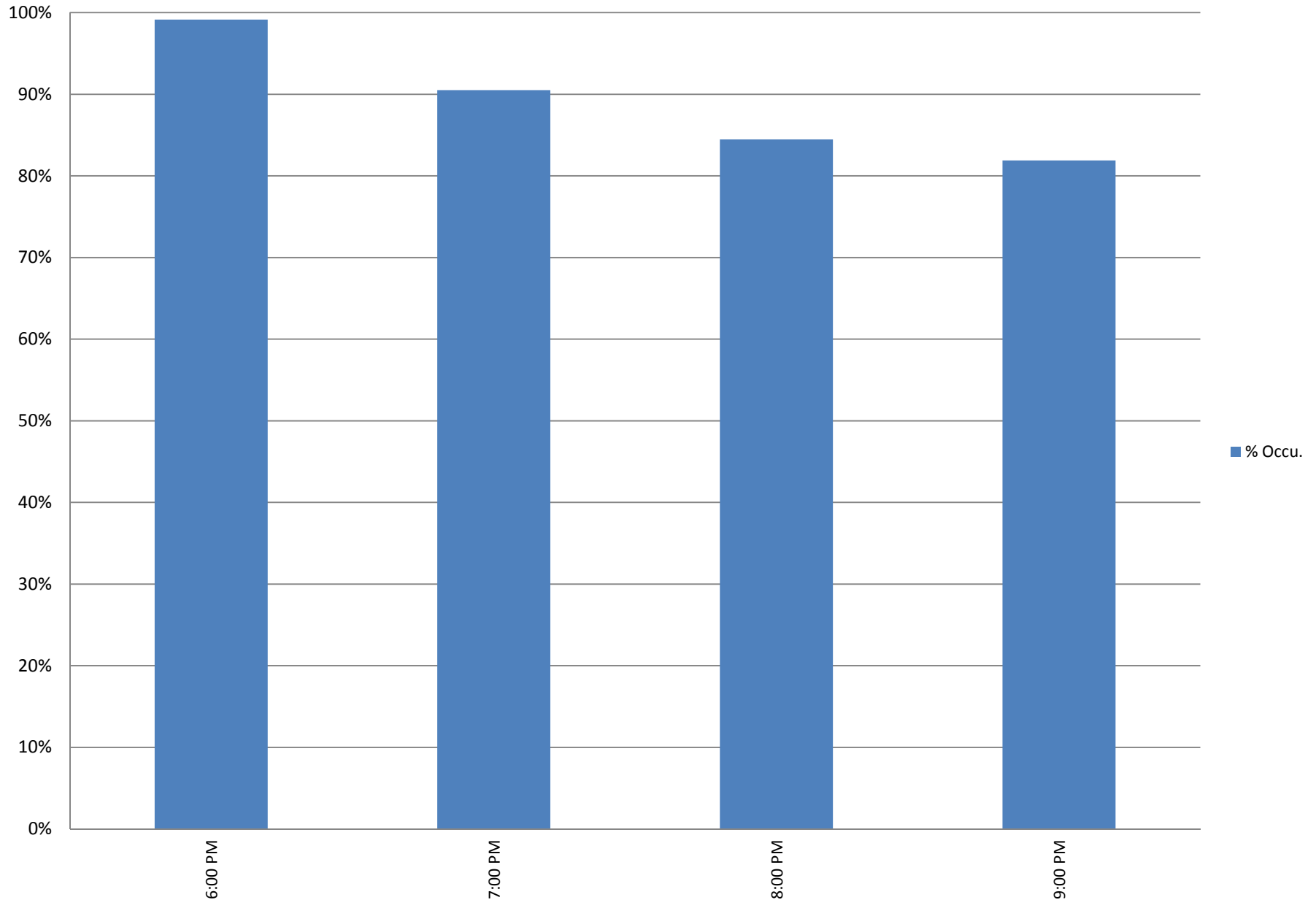
Existing Parking Occupancy (Off-Street) - Weekend - Zone 1



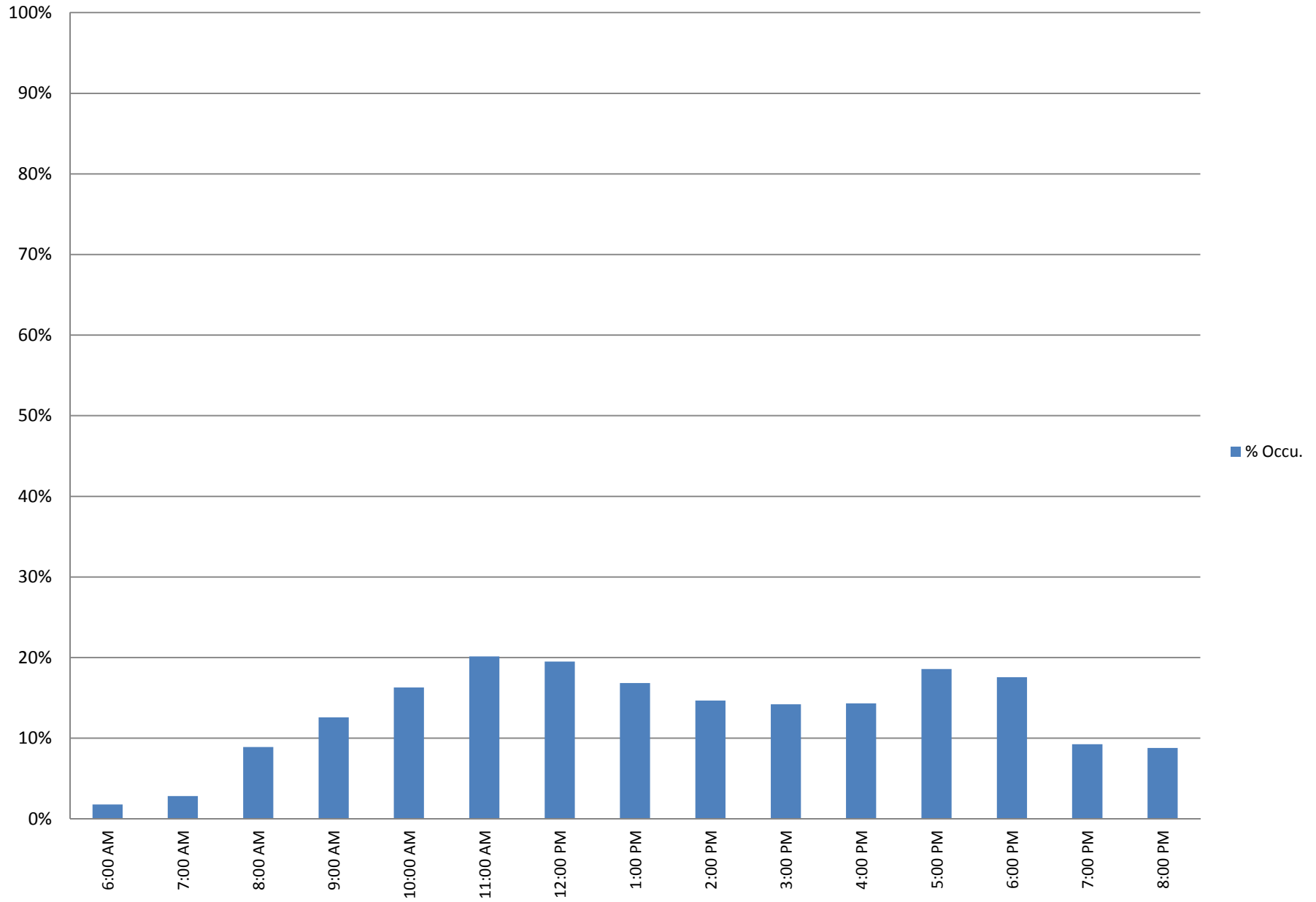
Existing Parking Occupancy (Off-Street) - Weekday- Zone 2



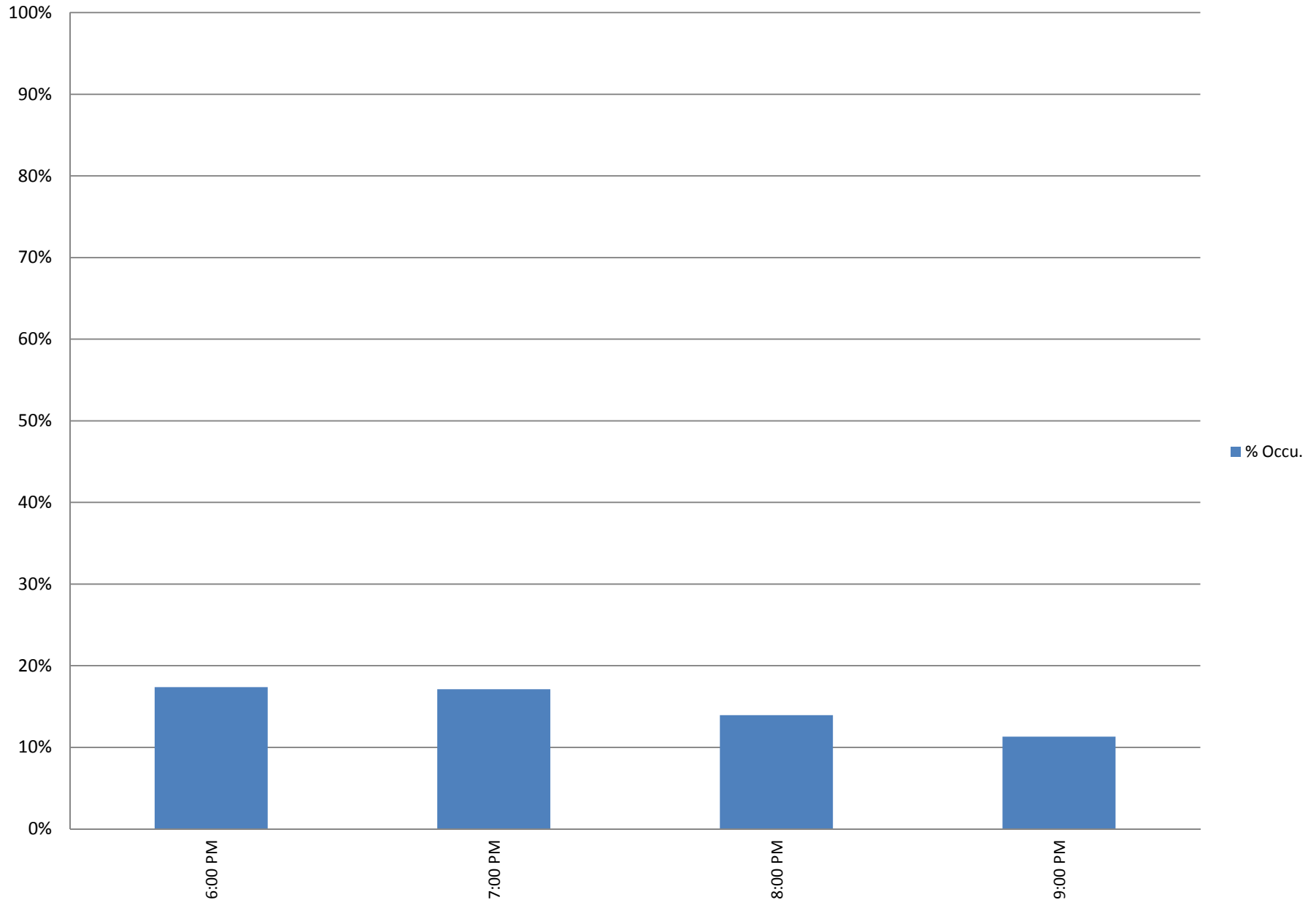
Existing Parking Occupancy (Off-Street) - Weekend - Zone 2



Existing Parking Occupancy (Off-Street) - Weekday- Zone 3



Existing Parking Occupancy (Off-Street) - Weekend - Zone 3



Attachment B – District-Wide Parcel-by-Parcel Land Use Assumptions

Folsom Historic District Development Inventory (By Address)

Street No	Street Name	Suite #	Entry Sq Ft	Other Sq Ft					Gross Sq Ft	Business type	Business Name	Study Zone (I, II, or III)	Note
				1st floor	2nd floor	3rd floor	4th floor	Base ment					
303	Riley St		500						500	Novelties/Gifts	The Bag Lady	1	
307	Riley St		1200						1200	Novelties/Gifts	Melange	1	
203	Scott St									Club/bar/tasting room	Moose Lodge	1	A
215	Scott St									Club/bar/tasting room	Eagles Lodge	1	A
305	Scott St		7192						7192	Club/bar/tasting room	Cohn Club	1	A, B
605	Sutter St		750						750	Health/Beauty	District 605 A Hair Boutique	1	
606	Sutter St		2100					900	3000	Office	Coyne Maur Bane Design	1	
607	Sutter St		3000						3000	General Retail	Fire Rain	1	B
607	Sutter St				2623				2623	Office	Fire Rain	1	B
607	Sutter St					Residential Units			2		Fire Rain 2 two-bed apts	1	B
608	Sutter St		1298		1209				2507	Restaurant	Hampton's on Sutter	1	
608	Sutter St							1091	1091	Restaurant	Hampton's on Sutter	1	
608 1/2	Sutter St		4800						4800	Art Studio	Cloud's studio	1	
609	Sutter St									Vacant		1	
611	Sutter St		1386						1386	Novelties/Gifts	Gracefully Vintage	1	
614	Sutter St		3040						3040	Club/bar/tasting room	Powerhouse Pub	1	
614	Sutter St									Restaurant	Chicago Fire Pizza	1	A
614	Sutter St									Club/bar/tasting room	Scarlet's Saloon	1	A
625	Sutter St									Novelties/Gifts	Planet Earth Rising	1	A
627	Sutter St		1150						1150	Club/bar/tasting room	Petra Vineyard Wine Gallery	1	
627	Sutter St		1150						1150	Art Gallery	Sutter Street Artists	1	
629	Sutter St		1586		1586				3172	Office	Sierra West Valuation	1	
600	Sutter St								11700	Restaurant	Scalzi	1	
600	Sutter St								18250	Office	Scalzi	1	
306	Riley St		500						500	Novelties/Gifts	Burlap & Bees	2	
305	Wool St		2500						2500	Art Gallery	Pacific Western Traders	2	
731	Trader Lane		1250		1250				2500	Church	Church of Scientology	2	
722	Trader Lane		750						750	Health/Beauty	Karen Kay's Salon	2	
701	Sutter St		500						500	Novelties/Gifts	Katrina's	2	
702	Sutter St									Health/Beauty	Heather Alyece	2	A
702	Sutter St									Health/Beauty	Padgett Chiropractic	2	A
702	Sutter St									Office	Atlantic & Pacific Real Estate	2	A
702	Sutter St									Restaurant	Hacienda Del Rio	2	A
702	Sutter St									Restaurant	Pizzeria Classico	2	A
702	Sutter St									Office	Carrington Mortgage Services, LLC	2	A
702	Sutter St									Health/Beauty	Maribou Salon on Sutter	2	A
703	Sutter St		1200						1200	Club/bar/tasting room	Folsom Hotel	2	
703	Sutter St				2400	1280		2400	6080	Hotel	Folsom Hotel	2	A
703	Sutter St		1200						1200	Restaurant	Folsom Hotel	2	
705	Sutter St		2800						2800	Art Gallery	American Vision Gallery	2	
707	Sutter St									Vacant		2	
709	Sutter St		1680						1680	Furniture	Snyders House of Jade	2	
710	Sutter St		1325						1325	Clothing	The Firehouse	2	
711	Sutter St		1600						1600	Novelties/Gifts	Starlight Starbright	2	
713	Sutter St		2000						2000	Novelties/Gifts	We Olive	2	

Folsom Historic District Development Inventory (By Address)

Street No	Street Name	Suite #	Entry Sq Ft	Other Sq Ft					Gross Sq Ft	Business type	Business Name	Study Zone (I, II, or III)	Note
				1st floor	2nd floor	3rd floor	4th floor	Base ment					
715	Sutter St								750	General Retail	Outdoor Link	2	
715	Sutter St								750	Health/Beauty	Alchemy Day Spa and Boutique	2	
715	Sutter St								750	Health/Beauty	Indie Salon	2	
715	Sutter St								750	Health/Beauty	Liberty Tattoo	2	
717	Sutter St		3210		989				4199	Theatre	Stage Nine (115 seats)	2	
718	Sutter St								1500	Restaurant	Beach Hut Deli	2	
718	Sutter St								2000	Office	Roost Vintage Living	2	
718	Sutter St								1500	Office	Stanfield Systems Inc.	2	
718	Sutter St								750	Office	Capital Equity Group Real Estate	2	
718	Sutter St								1000	Health/Beauty	Tre Salon Spa	2	
718	Sutter St								1500	Club/bar/tasting room	Lockdown Brewing Co.	2	
718	Sutter St								750	Office	CMC Gaming Systems	2	
719	Sutter St		1800						1800	Club/bar/tasting room	Samuel Hornes Tavern	2	
720	Sutter St		1750						1750	Club/bar/tasting room	Sutter Club	2	
721	Sutter St		1250						1250	Jewelry	Rainbow Bridge Jewelers	2	
722	Sutter St								1000	Sports/recreation	Mama Bootcamp	2	
722	Sutter St								1750	Health/Beauty	Psychic Gallery	2	
722	Sutter St								1000	Health/Beauty	Shannon's Skin Studio	2	
723	Sutter St		1600						1600	Jewelry	Precious Gem Jewelers	2	
723	Sutter St								750	General Retail	Vasily Watch, Clock and Jewelry R	2	
726	Sutter St				6500				6500	Vacant		2	
727	Sutter St		1800						1800	Club/bar/tasting room	Cellar Wine and Cheese Bar	2	
728	Sutter St		1450						1450	Antiques	Williams Carriage House	2	
729	Sutter St		2370						2370	Novelties/Gifts	Not Too Shabby	2	
731	Sutter St		3100						3100	Candy	Snooks	2	
732	Sutter St								750	General Retail	Princess Academy	2	
732	Sutter St		1300						1300	Antiques	Emily's Corner	2	
300/302	Reading St		1500						1500	Restaurant	Guido's Deli	3	
198	Wool St		10000						10000	Museum	Interpretive Center	3	
200	Wool St								2500	Office	Folsom Tourism Bureau	3	
200	Wool St		6000						3000	Office	Chamber of Commerce	3	
801	Sutter St		1400						1400	Novelties/Gifts	Dorothea's	3	
801	Sutter St				1000				1000	Novelties/Gifts	Curiosity Shoppe	3	
801	Sutter St								1500	Club/bar/tasting room	Painted Cork	3	
802	Sutter St								750	Health/Beauty	Mellow Moments	3	
802	Sutter St								750	Office	Adam Reeder Studios	3	
805	Sutter St								750	Office	Vida Mia Photography	3	
805	Sutter St				300				300	Office	Mark Roberts	3	
805	Sutter St		1600						1600	Restaurant	Hop Sing Palace	3	
807	Sutter St		1150						1150	Restaurant	Black Rooster	3	
809	Sutter St		1150						1150	Antiques	Gray's Place/Dal Bello	3	
811	Sutter St		2100						2100	Restaurant	Sutter Street Grill	3	
813	Sutter St								1000	Health/Beauty	American Barber Shop	3	
813	Sutter St		650						650	Novelties/Gifts	Charming Jules	3	
813	Sutter St		650						650	Jewelry	Gem N I Jewelry Gallery	3	

Folsom Historic District Development Inventory (By Address)

Street No	Street Name	Suite #	Entry Sq Ft	Other Sq Ft					Gross Sq Ft	Business type	Business Name	Study Zone (I, II, or III)	Note
				1st floor	2nd floor	3rd floor	4th floor	Base ment					
813	Sutter St		660						660	General Retail	Shanei	3	
813	Sutter St								650	Novelties/Gifts	Timeless Passion	3	
813	Sutter St								650	Novelties/Gifts	It's Just Your Style and Friends	3	
815	Sutter St								650	Novelties/Gifts	Betty's House of Turquoise	3	
815	Sutter St								650	Novelties/Gifts	Sutter St Pastels	3	
823	Sutter St		3357		2346				5703	Museum	Folsom History Museum	3	
825	Sutter St		3200						3200	Restaurant	Fat Rabbit	3	
800 Future (HFS)									25350	General Retail	Historic Folsom Station	3	B
800 Future (HFS)									8500	Restaurant	Historic Folsom Station	3	B
800 Future (HFS)									11780	Office	Historic Folsom Station	3	B
800 Future (HFS)									60		Historic Folsom Station	3	B
900 Sutter St			1717						1717	Club/bar/tasting room	Westwood	3	B
900 Sutter St					1931				1931	Office	Westwood	3	B
905	Sutter St	100	5000						5000	Office	Folsom Lake Bank	3	
905	Sutter St	200			5661				5661	Office	REY Engineering	3	
905	Sutter St								1250	Office	Sutter Court, LLC	3	
915	Sutter St								750	General Retail	UnWined	3	
915	Sutter St								750	Office	ID Solutions	3	
915	Sutter St								750	Office	Bernau Development Corp	3	
915	Sutter St								750	Office	Essex Mortgage	3	
915	Sutter St								750	Office	Folsom Historic District Association	3	
915	Sutter St								750	Office	Historic Folsom Station	3	
915	Sutter St								750	Office	Kensington Homes, Inc.	3	
915	Sutter St								750	Office	Today'sSpecialsApp.com	3	
921	Sutter St								1250	Office	Capital Equit Group Corporate Offic	3	
921	Sutter St								1250	Office	Folsom Telegraph	3	
929	Sutter St								1250	Office	Hampton Photography	3	
929	Sutter St								750	Office	Jiva Wellness	3	
TOTALS													
Existing									160,345	+ 115 Theater Seats			
Future									54,901	+ 62 D.U.			
Existing + Future									215,246	+ 115 Theater Seates, 62 D.U.			

Notes:

A - These existing developments provide small, private off-street parking exclusively for their patrons, and do not rely on the public parking supply. Therefore, they were not surveyed and are excluded from the model validation process.

B - Approved/Pending Project