General Plan 2035 (Draft)

• Trends, Vision, Guiding Principles

• Land Use Policies (compact development, connectivity, adequate medical facilities, protection of affordable housing, reduced parking requirements, mixed use)

• Mobility Policies (pedestrian & bicycle, pedestrian & bike safety, VMT reductions associated with compact land use)

• Natural & Cultural Resources Policies (air quality, greenhouse gas emissions, asbestos)

• Public Facilities & Services Policies (water quality & supply)

• Parks & Recreation (trails & maintenance, parks, recreation programs, community gardens)

• Noise & Safety Policies (health related protections)

• Master Plans, Strategies & Programs
• Driving Less - Today’s young people are buying and driving cars less than previous generations
  – Car-sharing networks
  – Bike-sharing
  – Mass transit
  – Walking
• Changing Face of Employment – Technology is offering tools to perform work remotely

• Richard Florida, communities that provide amenities that attract creative and skilled workers will be more successful at attracting high wage jobs
• Focus on Health as a Lifestyle Choice
  – Aging baby boomers, a national conversation on health care
  – Growing concerns over obesity and diabetes
  – Increased interest in healthy foods
  – Folsom already possesses ready access to great recreation outlets and environments needed to support a healthy community
• Shifting Retail Preferences
  – On line internet purchasing is commanding a greater market share of retail commerce
  – Shopping centers that can provide an excellent shopping and entertainment experience are still successful
  – Pedestrian amenities and transit are important factors to address in retail centers today
General Plan Vision

- Folsom has livable neighborhoods that are walkable, and full of amenities.
- Folsom is a premier recreational and tourist destination in Northern California, offering a wide range of outdoor recreation opportunities, which support both its active lifestyle and healthy community status.
General Plan Vision

- Guiding Principle #7: Promote town centers as social gathering places. Mixed-use, walkable districts that serve as social gathering places for the community, emphasizing bike, transit and pedestrian access.

- Guiding Principle #8: Enhance and expand Folsom’s role as a premier outdoor recreation destination in Northern California by continually improving cultural activities and programs, recreation opportunities and quality:
  - Including new bicycle trails
  - Parks and open space
  - Sports facilities
• Guiding Principle #9: Provide all residents with opportunities to live an active, healthy and green lifestyle by enhancing opportunities for physical activity, healthy eating and sustainable living

• Guiding principle #10: Provide for a range of attractive and viable transportation options, such as bicycle, pedestrian, rail and transit
  – Support high density, mixed use, transit-oriented development near light rail stations and in core areas where alternative transportation modes are planned
  – Support transportation improvements that allow and encourage more residents, workers, and visitors to walk, bike, or use transit
Guiding Principle #15: Integrate the “old” and the “new” areas of the city

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

• Land Use 1.1.9: Network of Open Space. Ensure designated open space is connected with the larger community and regional network of natural systems, recreational assets, and viewsheds.

• Land Use 1.1.12: Sustainable Building Practices
  – Incorporate a “whole system” approach to designing and constructing buildings.
  – Consume less energy, water and other resources, facilitate natural ventilation; use daylight effectively; and buildings that are healthy, safe, comfortable, and durable.
General Plan Policies (cont.)

- Land Use 3.1.6: Central Commercial District. Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road.

- Land Use 4.1.2: Mix of Uses Near Station. Encourage high-density development around transit stations that mix retail, office, and a variety of housing options to create a walkable urban place and take advantage of public investment in transit.
General Plan Policies (cont.)

- Land Use 4.4.4: Connections Between Modes. Encourage transit transfer points to be located at rapid transit stops to facilitate connections between transit modes. In addition, the City should require stations to be bicycle and pedestrian friendly.

- Land Use 5.1.2: Open Space in Residential Developments. Open space includes parklands, common areas, landscaped areas, paths and trails, and plazas.
General Plan Policies (cont.)

- **Land Use 8.1.3: Eliminate Large Blocks**
  - Encourage the insertion of new streets or pedestrian ways in large "super blocks" that do not have public streets bisecting them
  - These large blocks are common in retail corridors and can reduce pedestrian and bicycle connections to these areas

- **Land Use 8.1.5: Pedestrian-Friendly Entrances**
  - Encourage automobile-oriented business districts to provide clear and legible entry features, connected by pedestrian-friendly walkways
General Plan Policies (cont.)

• Mobility 1.1.1. Complete Streets.
  - Develop its streets to serve the needs of all users
    - Bicyclists
    - Public transit users
    - Children
    - Seniors
    - Persons with disabilities
    - Pedestrians
• Mobility 1.1.2. Adequate Rights-of-way
  – Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way
  – Accommodating bicyclists, pedestrians, transit riders, and motorists
    ▪ Except where pedestrians and bicyclists are prohibited by law from using a given facility
• Mobility 1.1.4. Existing Streets Retrofits. Update existing streets with new bikeways, sidewalks and exclusive transit lanes, as funds are available
General Plan Policies (cont.)

- Mobility 1.1.5. Connected Neighborhoods
  - Continuous street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles

- Mobility 1.1.6. Intermodal Connections
  - Provide connections between modes:
    - Bicycle and pedestrian connections to transit stops
    - Buses that can accommodate bicycles
    - Park-and-ride lots
EXHIBIT 7
PROXIMITY OF KEY POINTS OF INTEREST TO PEDESTRIAN AND TRANSIT FACILITIES

Points of Interest:
1. Lembli Park / Aquatic Center
2. Light Rail Station
3. Folsom City Hall
4. Folsom City Zoo / Sanctuary
5. Folsom City Park / Rodeo Park
6. Folsom State Prison
7. Folsom Public Library
8. Folsom Historic Downtown District
9. Mercy Hospital
10. Folsom Community College
11. Main Post Office
12. Humbug-Willow Creek Parkway Corridor
13. CSUS Aquatic Center
14. Light Rail Station
15. Folsom Lake State Park Headquarters
16. Hinkle Creek Nature Area
17. Negro Bar
18. Nimbus Flat
19. Nimbus Fish Hatchery
20. Mississippi Bar
21. Mormon Island Wetlands Nature
22. American River Water Education Center
23. Empire Ranch Golf Club
General Plan Policies (cont.)

• Mobility 2.1.2. Pedestrian Master Plan
  – Maintain and implement a pedestrian master plan that links:
    ▪ Residential developments with employment centers
    ▪ Public open spaces
    ▪ Parks
    ▪ Schools
    ▪ Shopping centers
    ▪ Other major destinations
• Mobility 2.1.2. No Sidewalks.
  – Require developers to provide a system of sidewalks, trails and bikeways that link all land uses:
    ▪ provide accessibility to parks and schools
    ▪ connect to all existing or planned external street and trail facilities
General Plan Policies (cont.)

- **Mobility 2.1.3. Bikeway Master Plan.**
  - Maintain and implement a bikeway master plan that links residential developments with:
    - employment centers
    - public open spaces
    - Parks
    - Schools
    - shopping districts
    - other major destinations

- **Mobility 2.1.9. Bicycle Parking**
  - Encourage adequate short and long term bicycle parking for all land uses
    - Except for single family and single family high-density residential uses

- **Mobility 2.1.11. Trail Network**
  - Develop a continuous interconnected system of trails and bikeways
General Plan Policies (cont.)

• Mobility 2.2.12. American River Path
  – Coordinate with Sacramento County to preserve the existing American River bicycle trails and pedestrian paths

• Mobility 2.1.13. Intersections
  – Ensure new intersections are designed to safely accommodate pedestrians and bicycles, along with all other transportation modes

• Mobility 2.1.15. Safe Routes to School
  – Ensure children can walk or bike to school safely
NCR 3.1.3. Reduce Vehicle Miles Traveled

- Encourage efforts to reduce the amount of vehicle miles traveled (VMT)
- These efforts could include:
  - Encouraging mixed-use development promoting a jobs/housing balance
  - Encouraging alternative transportation such as walking, cycling, and public transit
General Plan Policies (cont.)

• NCR 3.1.4. Maintain Ambient Air Quality Standards
  - Work with the California Air Resources Board (ARB) and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and National ambient air quality standards
  - Protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location; from the health effects of air pollution
General Plan Policies (cont.)

- NCR 3.2.3. – Greenhouse Gas Reductions in New Development
  - Reduce GHG emissions from new development by encouraging development that lowers vehicle miles traveled (VMT)
  - Discourage auto-dependent sprawl and dependence on the private automobile
  - Promote development that is compact, mixed-use, pedestrian friendly, and transit oriented
  - Promote energy-efficient building design and site planning
  - Improve the jobs/housing ratio
• PFS. Policies requiring creek cleanup and clean water standards are also included in the General Plan

• PFS 3.1.6. Water Quality
  – Ensure the provision of healthy, safe water for all users in Folsom through facilities, policies, programs, and regulation

• PR 1.1.13 Community Gardens
  – The City shall develop, maintain, and implement a community gardens program that encourages residents to grow their own food and learn about the benefits of gardening and healthy eating
Challenges

• Staff has attempted to require private recreational amenities in subdivisions of 200+ units with no Council support. Council leaves this option up to developers.

• Pre-existing master plans for development have permitted residential development within 100 feet of Highway 50 – air quality issue. Little good science for use with AQMD boards relative to transportation air emission vs. land use. Air Quality and the air quality near high volume roadways, suggestion of a 500 foot buffer area between residential (and maybe employment center uses) and high volume roadways.

• Recent study indicates that walkable communities near high volume roadways may produce unhealthy air quality health impacts due to exposure to health risks associated with air pollution. S. Coast AQMD

• Master Parks Plan encourages development of community gardens on excess city parkland but a private operating institution must manage the gardens (leasing plots, water availability, etc.).

• A whole lot of education about land use, mobility and other planning issues as to how health is impacted by planning decisions is needed.
Challenges (cont.)

- Lack of research and discussion as to how alternative fuel vehicles will accomplish air quality standards vs. using current or old data from carbon fuel vehicles. Will air quality issues be resolved by the auto industry?
- High demand for active recreation facilities (parks, trails, etc.)
- No clear focus or tools for Health Impact Analysis
- Converting old land use patterns of low density and strip commercial are problematic.
- Locally grown food (other than supporting public food markets) is not currently a public policy priority for Folsom.