

FOLSOM BOULEVARD CORRIDOR

* FOLSOM BLVD. EXISTING
CONDITIONS SURVEY—

* R.C. Ecologic Assessment

* PROP OWNERSHIP LIST

- Neighborhood Descriptions
- Neighborhood Maps with Parcel Usage Data
- Service & Location Table
- Service Strengths Graph for Folsom Boulevard Corridor
- Service Strengths Graph for Individual Neighborhoods

Contributors:

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FOLSOM BOULEVARD NEIGHBORHOOD DESCRIPTIONS

Watt/La Rivera

Boundaries: American River to the north, Watt Avenue to the west, United States Highway 50 (El Dorado Freeway) & Folsom Boulevard to the south, and the Drainage Ditch at the Terminus of Mayhew Road and Folsom Boulevard to the east.

Description: The Watt/La Rivera neighborhood consists mostly of single family homes. At the northwestern end, there are some apartments. The area has two schools, two parks, and has access to the American River. The vast majority of economic activity in the area is derived from light retail. There are two religious centers, two restaurants, a fire station and a grocery store. In addition, bordering the apartment complexes are two business parks. The neighborhood, while not perfectly balanced, is functional. There is no light rail access.

Features:

Sidewalks: Non-separated well maintained sidewalks exist along the southern boarder of the neighborhood from just west of La Rivera Drive to Tiber Drive. From Tiber Drive through to the eastern boarder, no sidewalks exist.

Crosswalks: Signaled crosswalks exist at both La Rivera Drive and Tiber Drive.

Bike Lanes: A small well marked lane that may or may not contain debris is present from U.S. 50 just west of La Rivera through to the eastern boarder.

Landscaping: From U.S. 50 to just west of La Rivera, there is no or poorly maintained landscaping. Bordering La Riveria Drive and extending roughly one parcel in each direction is an area of mature/dense landscaping that is well-maintained. Following the well-maintained landscaping are areas of well-maintained to maintained landscaping stretching to just past Tiber. The area east of Tiber to the drainage ditch is characterized by mature/dense well-maintained landscaping.

Transit: A transit stop with bench is present in the small pocket between U.S. 50 and La Rivera Drive.

La Quinta/Norcade

Boundaries: United States Highway 50 (El Dorado Freeway) to the northeast, Watt Avenue to the west, Folsom Boulevard to the southeast.

Description: The La Quinta/Norcade area is over-run with fast food restaurants and light retail designed to serve the business park population located to the east of Watt Avenue. The few existing residential units are pressed against the freeway. There is light rail access just across Folsom Boulevard near Watt.

Features:

Sidewalks: Non-Separated, well-maintained sidewalk running the entire length of the southern boarder.

Crosswalks: Three signal controlled crosswalks (at Watt, Manlove, and Norcade/Starfire) facilitate pedestrian traffic across Folsom.

Bike Lanes: No bike lane from Watt to Manlove on the southern Boarder, Small well-marked lane (which may or may not contain debris) from Manlove to the terminus of the southern Boarder.

Landscaping: Mature/dense landscaping which is well maintained from Watt to Manlove. Well-maintained landscaping continues from Manlove through La Quinta followed by poorly maintained landscaping up to the western boarder of Norcade Circle. The area within Norcade Circle (between the west and east intersections of Norcade with Folsom) is characterized by mature or dense well-maintained landscaping.

Transit: Two transit stops with benches are located in this neighborhood as well as a poll marked stop. The first bench stop is located just east of Manlove and the other is about 300 feet west of La Rivera Drive. The third stop is located approximately 200 feet west of U.S. 50.

Rosemont

Boundaries: Folsom Boulevard & United States Highway 50 (El Dorado Freeway) to the north, Mayhew Road to the west, ? to the south, and south Watt Avenue to the east.

Description: The Rosemont area is largely residential in nature. Existing structures range from apartments to single-family homes. Rosemont has ample park space and a sizable quantity of open space as well. The neighborhood is serviced by two light rail stops at Watt and Norcade/Starfire. Rosemont, although economically depressed, is established and well balanced.

Features:

Sidewalks: Rosemont has a well-maintained, non-separated sidewalk from Watt to Manlove Road. There are no sidewalks beyond Manlove to the terminus of Rosemont at Hwy. 50.

Crosswalks: Three signal controlled crosswalks (at Watt, Manlove, and Norcade/Starfire) facilitate pedestrian traffic across Folsom.

Bike Lanes: A small, well-marked bike lane which may or may not contain debris runs the entire length of Folsom in the Rosemont area with the exception of the area immediately to the east of Starfire Drive where a wide, well-maintained bike lane free of debris extends eastbound for five parcels.

Landscaping: Some poorly maintained landscaping is in place from Watt through to just beyond Starfire Drive. The following area through to U.S. 50 has no landscaping.

Transit: There are three light rail stops. The first is located about 300 feet to the east of Watt. The second is located to the north of Powman Court between Manlove and La Quinta on the south side of Folsom. The third stop is roughly 300 feet east of Starfire Drive.

South Side Butterfield

Boundaries: Folsom Boulevard to the northwest, United States Highway 50 (El Dorado Freeway) to the south and southwest, eastern boundary follows the parcel line bordering the terminus of the private road serving the Drive in Theaters just off Oates Drive.

Description: South Side Butterfield is rather singular in nature and purpose. Home to ten business parks housing a college and a number of government offices, this area is merely a place to work. Other services in the neighborhood are non-existent. There are, of course, parking lots, warehouses, and room to expand into available open space, but no people oriented structures or services are in place.

Features:

Sidewalks: No sidewalks are in place extending 800 feet east of U.S. 50. Past that, well-maintained, separated sidewalks extend eastward toward Mayhew, but are downgraded to non-separated, well-maintained sidewalks approximately 300 feet west of Mayhew. No sidewalks are in place from Mayhew to Bradshaw except for about one quarter mile of non-separated, well-maintained sidewalk to the west of the Butterfield light rail station.

Crosswalks: South Side Butterfield is served by three signaled crosswalks. They are located at Tiber Drive, Mayhew road and Butterfield Way.

Bike Lanes: A small, well-marked lane which may or may not contain debris runs the entire length of Folsom Boulevard in the South Side Butterfield neighborhood.

Landscaping: Landscaping is spotty with the only area of well maintained landscapes being located along the business parks between Folsom and Trade Center Drive. Another area of poorly maintained landscaping is located just west of Butterfield. Landscaping also exists for approximately 300 feet east of Mayhew. The remainder of the area has no landscaping and is poorly maintained.

Transit: South Butterfield is served by two light rail stations. One is across Folsom from Tiber and the other is located 150 feet west of Butterfield Way.

North Side Butterfield

Boundaries: American River to the north, the Drainage Ditch at the Terminus of Mayhew Road and Folsom Boulevard to the west, Folsom Boulevard to the south, and Butterfield Way/Stoughton Way to the east.

Description: This area is entirely residential. It has one open space parcel bordering Folsom. The housing is generally single family.

Features:

Sidewalks: A poorly maintained sidewalk extends east from Mayhew to the large open space along Folsom Blvd. No sidewalks exist on the borders of the open space. Immediately following the open space are non-separated, well-maintained sidewalks that extend to the eastern boundary at Butterfield.

Crosswalks: The area is served by two crosswalks. One is located at Mayhew and the other at Butterfield. Both are signal controlled.

Bike Lanes: Small, well-marked bike lanes with periodic debris extend along the entire southern border.

Landscaping: Majority is not landscaped or is poorly maintained with occasional areas of well-maintained or dense landscaping on both the west and east ends.

Transit: The area has no transit stops.

Bradshaw/Folsom

Boundaries: American River to the north, western boundary follows the parcel line bordering the terminus of the private road serving the Drive in Theaters just off Oates Drive and includes Butterfield Way/Stoughton Way north of Folsom Boulevard, United States Highway 50 (El Dorado Freeway) to the south, and Business Park Drive/Paseo Rio Way to the east.

Description: The Bradshaw/Folsom neighborhood is well balanced in that it incorporates a variety of services. The northern part of the neighborhood is single-family residential. Ending along Folsom, the housing gives way to light retail establishments and a full compliment of fast food joints. Across Folsom Blvd. to the south is a bustling business area. Home to eight business parks and plenty of warehouses, the south end of the neighborhood functions as an anchor of employment integrated with nearby services and housing. Quality of life is not overlooked either as the residential area claims two parks and two parcels of open space.

Bradshaw/Folsom (North of Folsom Boulevard)

Features:

Sidewalks: A non-separated, well-maintained sidewalk extends from Butterfield all the way to just past Bradshaw ending with the end of the light retail businesses. The residential areas have no sidewalk bordering Folsom and it reverts to non-separated for the extent of the business park to Paseo Rio Way.

Crosswalks: There are two crosswalks. One crosswalk is located at Bradshaw and the other at Paseo Rio Way. Both of the crosswalks are signal-controlled.

Bike Lanes: There are no bike lanes from Butterfield to ¼ mile east. Extending 600' further east are wide, well-marked bike lanes. Beyond that point through to Bradshaw are small, well-marked bike lanes. Past Bradshaw, bordering the light-rail are wide, well-marked lanes. At the beginning of the residential area and through to Paseo Rio Way, these give way to smaller, but still well-marked bike lanes.

Landscaping: Well maintained landscaping extends ¼ mile in from Butterfield then disappears entirely through to Bradshaw. East of Bradshaw, the landscaping is spotty and poorly maintained.

Transit: Three hundred feet before Bradshaw, there is a transit stop with a shelter. Fifty feet before Paseo Rio Way there is a transit stop with a bench.

Bradshaw/Folsom (South of Folsom Boulevard)

Features:

Sidewalks: There is no sidewalk in this area south of Folsom Boulevard.

Crosswalks: There are two crosswalks. One crosswalk is located at Bradshaw and the other at Paseo Rio Way. Both of the crosswalks are signal controlled.

Bike Lanes: A small, well-marked lane extends the entire length.

Landscaping: There is no landscaping from the western boarder through to Bradshaw. Past Bradshaw, some degree of landscaping exists (mostly low quality).

Transit: Two hundred feet past Bradshaw, there is a transit stop with a bench.

Fite Circle

Boundaries: Folsom Boulevard to the north, Business Park Drive to the west, United States Highway 50 (El Dorado Freeway) to the south, and Routiers Road to the east.

Description: Fite Circle is heavily laden with warehouse space and business parks. This largely industrial area lies to the south of Folsom and has enough open space to accommodate expansion. It is served by light rail. Additionally, the employees of the Fite Circle area are provided with a day care facility and an eating establishment.

Features:

Sidewalks: There is no sidewalk in this area.

Crosswalks: This area is served by two crosswalks. One crosswalk is located at Rod Beaudry Drive and the other is located at West La Loma. Both crosswalks are signal controlled.

Bike Lanes: The bike lane runs the entire length of the area. It is small and well-marked.

Landscaping: In general, the area is not landscaped except for some poorly maintained vegetation toward the east end.

Transit: One transit stop with a shelter is just east Paseo Rio Way.

Mills Station

Boundaries: Folsom Boulevard to the north, Routiers Road to the west, United States Highway 50 (El Dorado Freeway) to the south, and White Rock Park/Evadna Drive to the east.

Description: The Mills Station area is split by Mather Field Road. To the west of Mather Field lie large open space areas, a drive-in theater, warehouse, and storage facilities. To the east of Mather Field Road lie residential neighborhoods. Services are grouped around the intersection of Folsom Boulevard and Mather Field Road. The services include restaurants, light retail, and a gas station.

Features:

Sidewalks: There is no sidewalk in this area.

Crosswalks: This area is served by two crosswalks. One crosswalk is located at La Loma and the other is located at Paseo Rio Way. Both crosswalks are signal controlled.

Bike Lanes: The bike lane runs the entire length of the area. It is small and well-marked.

Landscaping: Landscaped with the exception of the space between Mather Field Road and White Rock.

Transit: There are three transit stops serving the area. The first is after Routiers and is a stop with a shelter. The next is a pole at the curb across from La Loma. The last transit stop has a bench and is located across from Coloma.

La Loma

Boundaries: Goethe Park to the north, the Open Space bordering the American River to the west, Folsom Boulevard to the south and Dawes Street to the east.

Description: The La Loma neighborhood is mostly residential. However, on the southern boundary along Folsom Boulevard, the area is home to strip-mall light retail punctuated by fast food establishments. The La Loma neighborhood can boast a balance in that it provides open spaces, a park, school, and day care facilities for its residents.

Features:

Sidewalks: The sidewalk is non-separated and well-maintained.

Crosswalks: There are four signal controlled crosswalks serving the La Loma area. The first is located at Rod Beaucry Drive. The second is at West La Loma Drive. The third is at La Loma Drive. And, the fourth is at Paseo Drive.

Bike Lanes: The bike lane is small to Rod Beaucry Drive then widens through to West La Loma. Past West La Loma, the bike lane shrinks back to a small, well-maintained lane through to Dawes.

Landscaping: Most of the area bordering Folsom is landscaped and some of the areas are well-maintained.

Transit: There are four transit stops (one at each crosswalk) and each is equipped with a bench.

Cordova Gardens

Boundaries: The Open Spaces bordering the American River to the north, the southern point of Cordova Gardens School & Dawes Street to the west, Folsom Boulevard to the south, Coloma Road & half of Cordova Senior High, Mills Junior High, and the Community Park to the east.

Description: Cordova Gardens is largely residential with the trade-mark strip-mall establishments lining Folsom Boulevard. However, Cordova Gardens is surprisingly well-balanced. Home to light retail, government, police, a grocery store, three schools, a park, and food establishments, Cordova Gardens can provide many services locally.

Features:

Sidewalks: The sidewalk is non-separated and well-maintained.

Crosswalks: There is one crosswalk at Coloma Road and it is signal controlled.

Bike Lanes: A small, well-marked bike lanes extends the length of the neighborhood.

Landscaping: The landscaping is mostly well-maintained and there are some areas of mature landscaping.

Transit: Five hundred feet east of Dawes there is a pole at the curb. One hundred feet west of Coloma, there is a transit stop with a bench.

White Rock

Boundaries: Folsom Boulevard to the north, White Rock Park/Evadna Drive to the west, United States Highway 50 (El Dorado Freeway) to the south, and Zinfandel Drive to the east.

Description: White Rock is a residential neighborhood consisting of moderate homes in the west to lower income homes to the east. In the east corner formed by Zinfandel and Folsom, are White Rock's limited services consisting mainly of light retail. To the west lie White Rock School and park.

Features:

Sidewalks: There is no sidewalk in this area.

Crosswalks: There are two crosswalks located at Mills Park Drive and Zinfandel Drive; both are signal controlled.

Bike Lanes: A small, well-marked bike lanes extends the length of the neighborhood.

Landscaping: There is some poorly maintained landscaping up to about 800' west of Zinfandel. Past that point, landscaping is not present.

Transit: There are three transit stops. The first is located at Coloma Drive and has a bench. The stop 200' east of Mills Park also has a bench. A pole at the curb 300' east of Aramon marks the third stop;.

Rancho

Boundaries: Coloma Road to the north and west, Folsom Boulevard to the south, and Zinfandel Drive/Cordova Lane to the east.

Description: The residential neighborhoods of Rancho are locked away from Folsom by a solid line of less than affluent strip-mall establishments. Although home to the usual neighborhood condiments such as schools, a local fire station, and some churches, Rancho's character is overwhelmed by the facade of the strip-malls one sees traveling down Folsom Boulevard.

Features:

Sidewalks: A non-separated, well-maintained sidewalk runs entire length.

Crosswalks: There are three crosswalks located at Coloma Road, Mills Park Drive and Zinfandel Drive; all are signal controlled.

Bike Lanes: A small, well-marked lane extends almost the entire length of the neighborhood's southern boundary giving way to a wide, well-marked lane just 700' west of Zinfandel.

Landscaping: All of the area is landscaped with well maintained landscaping between Aramon Drive and Zinfandel Drive.

Transit: There is a stop with a shelter near Mills Park Drive and another stop with a bench 500' west of Zinfandel.

Ambassador

Boundaries: The American River to the north, Half of Cordova Senior High, Mills Junior High, and the Community Park to the west, Coloma Road to the south, and the terminus line of the parcels ending at Benita Drive, Oakton Way, Kellog Way, & Ambassador Drive.

Description: The entire Ambassador neighborhood is set-back off Folsom Boulevard with no direct access. This residential area is solidly middle class and well-balanced with retail, restaurants, schools, and churches.

Features: Not Applicable

Sidewalks, Crosswalks, Bike Lanes, Landscaping, Transit

Olson Drive

Boundaries: Folsom Boulevard to the north, Zinfandel Drive to the west, and United States Highway 50 (El Dorado Freeway) to the south and east.

Description: Olson Drive is the typical south of Folsom neighborhood. It is a mixture of dense light retail punctuated by open spaces, and fast food joints.

Features:

Sidewalks: There is no sidewalk in this area.

Crosswalks: The area is served by three signal controlled crosswalks at Zinfandel Drive, Cordova Lane, and McGregor Drive.

Bike Lanes: A small, well marked bike lane extends the entire length of the area.

Landscaping: Some poorly maintained landscaping stretches along the northern boarder.

Transit: There is a transit stop consisting of a pole at the curb at U.S. Highway 50.

Zinfandel

Boundaries: Zinfandel Drive to the north and west, Folsom Boulevard to the south, and Sunrise Boulevard to the east.

Description: The Zinfandel neighborhood consists mainly of single-family residential units. The few multi-family complexes that exist are concentrated near in the south near Folsom Blvd. A small corner of Zinfandel in the south-east corner is divided from the rest of the neighborhood by U.S. 50. That corner area houses light retail and storage. It contains no residential areas. The rest of Zinfandel (north of U.S. 50) is a moderately balanced neighborhood. Light retail is prevalent near Folsom, but is punctuated with open spaces, religious centers, and other businesses. Zinfandel also contains two schools and a park.

Features:

Sidewalks: The sidewalk from Zinfandel to Don Juan Drive is poorly maintained. From Don Juan to Cordova Lane, the sidewalk becomes separated and well-maintained. The sidewalk from Cordova to U.S. Highway 50 is poorly maintained however, from U.S. Highway 50 to Sunrise, the sidewalk becomes non-separated and well-maintained.

Crosswalks: There are six signal controlled crosswalks serving the area at Kilgore Road, McGregor, Sunrise, Cordova, Don Juan, and Zinfandel.

Bike Lanes: The bike lane is small, but well-maintained the entire length with the exception of the area between Don Juan Drive and Cordova Lane where the bike lane is clean, wide, and well-marked.

Landscaping: The entire area is landscaped with spots of mature, dense landscaping.

Transit: There is a transit stop consisting of a pole at the curb at U.S. Highway 50.

Trade Center

Boundaries: Folsom Boulevard to the north, United States Highway 50 (El Dorado Freeway) to the west, Trade Center Drive to the south, and Sunrise Boulevard to the east.

Description: The Trade Center area consists mainly of light retail, business parks, and the occasional storage area. However, there are some significant open spaces that could be utilized to better balance services.

Features:

Sidewalks: There is no sidewalk in this area.

Crosswalks: There are two signal controlled crosswalks at Sunrise and Kilgore.

Bike Lanes: A small, well-marked lane extends the entire length of the Trade Center area.

Landscaping: There is a small area of landscaping to the east of Kilgore Road. The rest of the area is devoid of landscaping.

Transit: No transit stops serve the area.

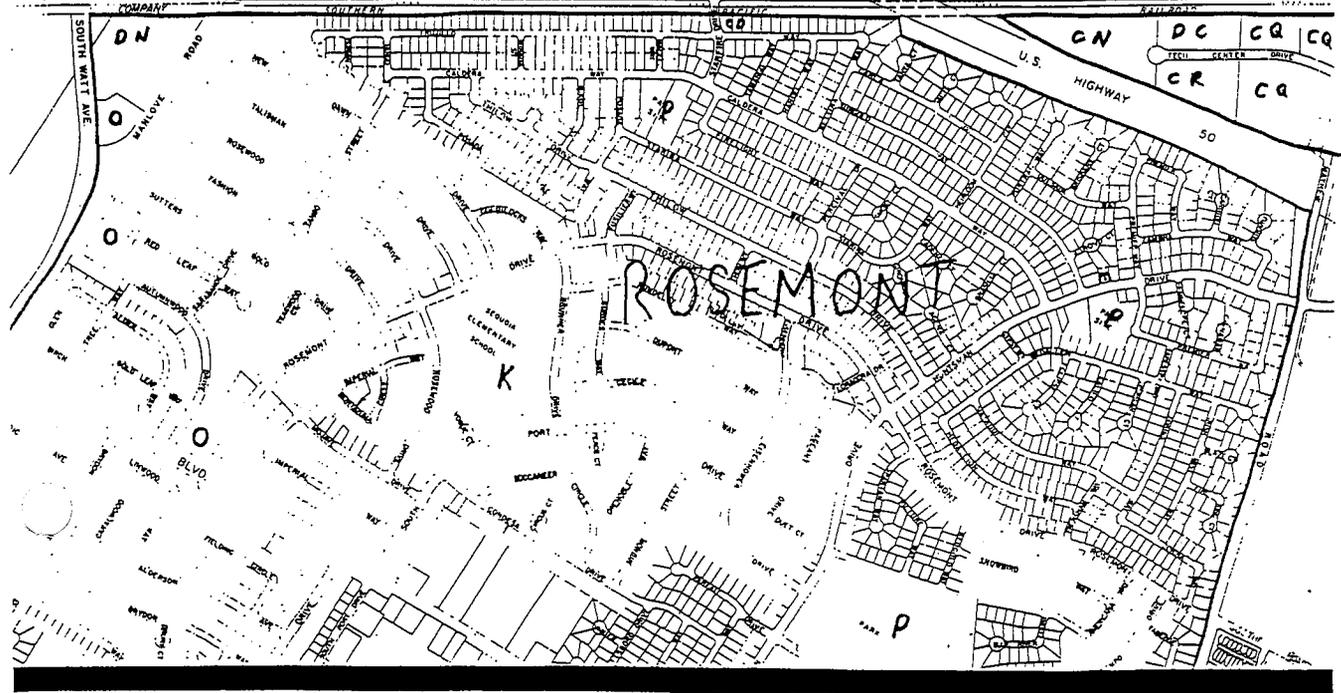
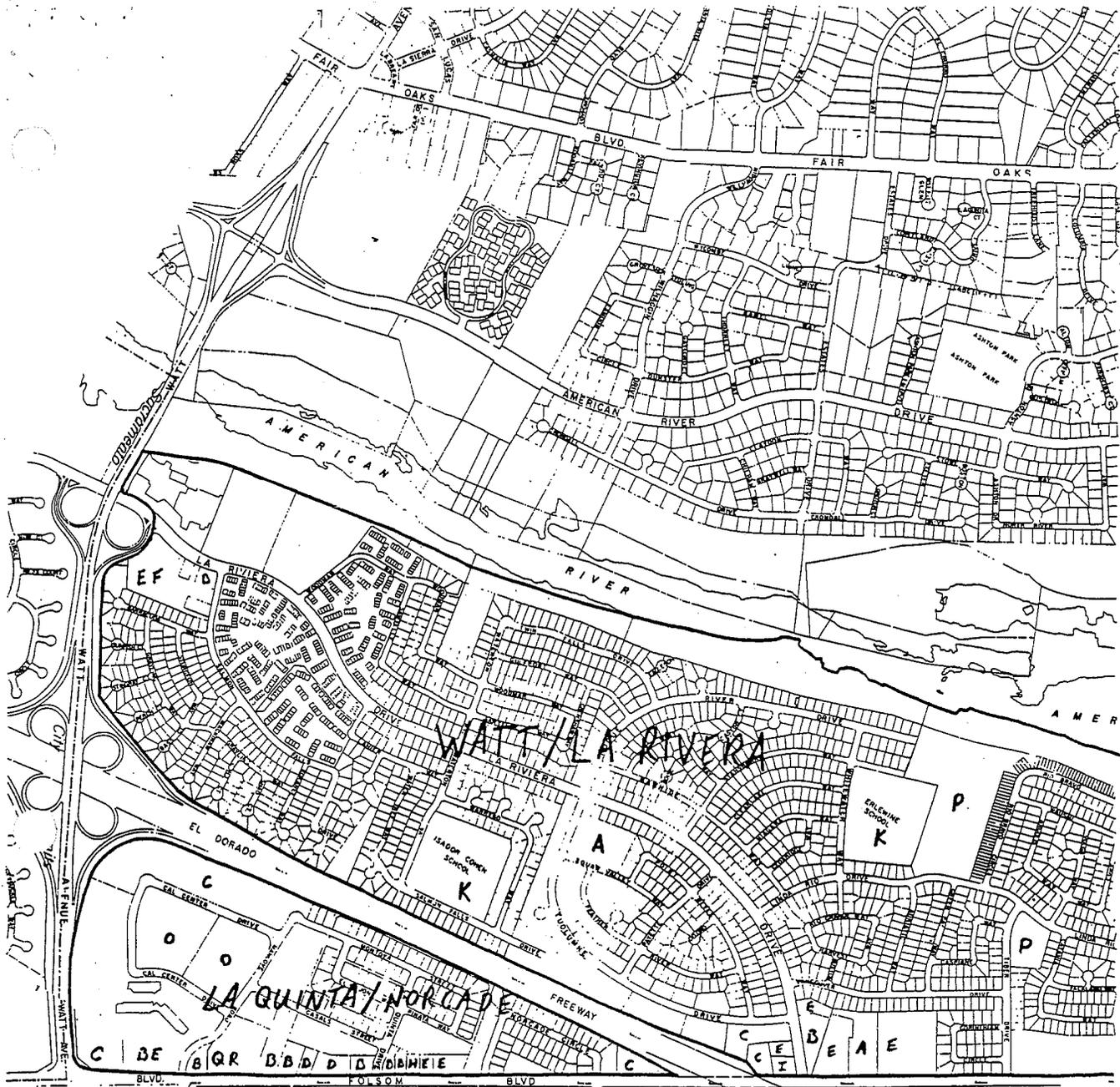
Benita

Boundaries: Coloma Road to the north, Cordova Lane to the west, Zinfandel Drive to the south, and Sunrise Boulevard to the east.

Description: The Bentia area is heavily populated with single-family residences. It is home to three parks, two schools, and four churches. The area has a moderate amount of open space remaining. The services for this neighborhood are located in the north-east corner and are diverse.

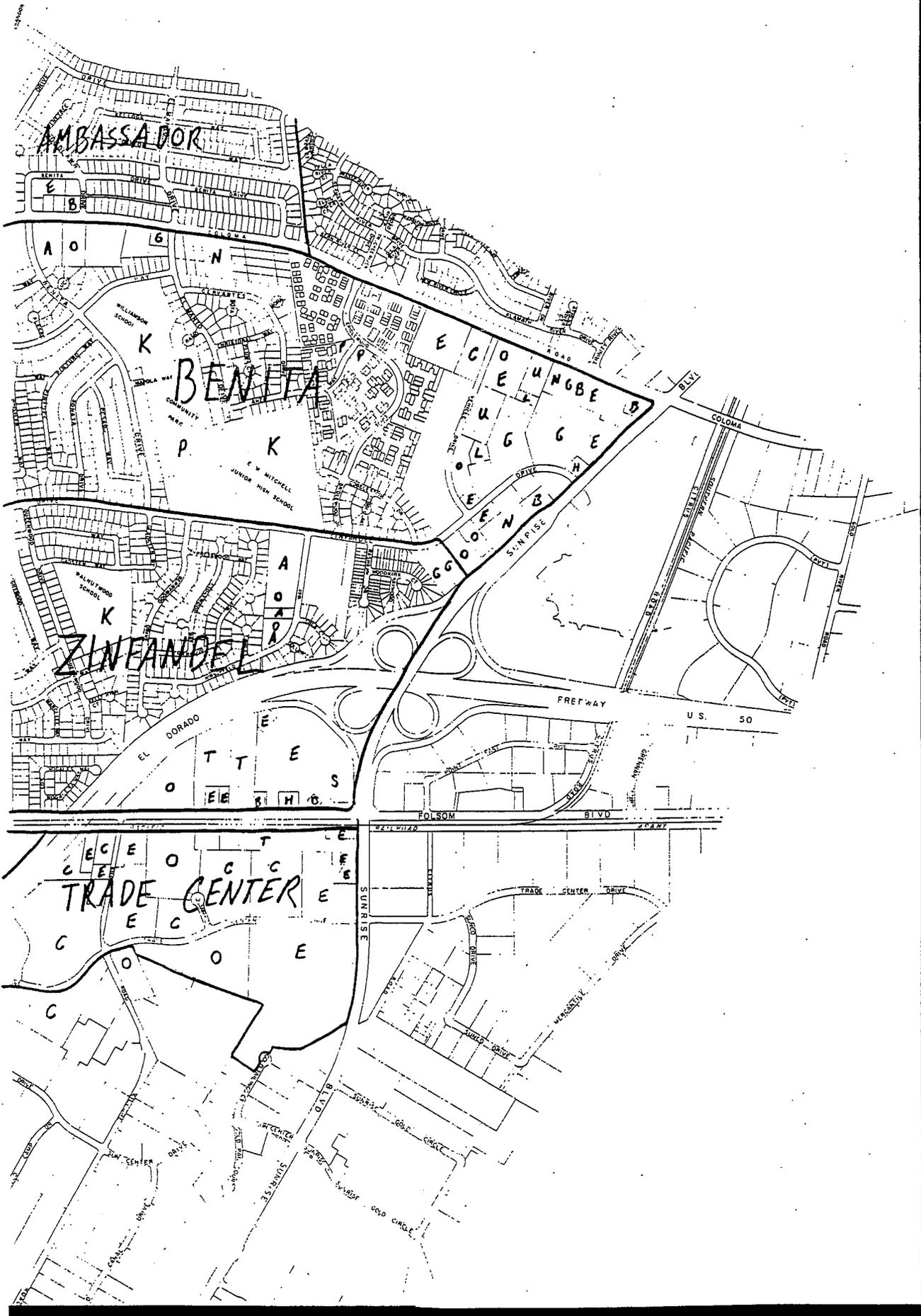
Features: Not Applicable

Sidewalks, Crosswalks, Bike Lanes, Landscaping, Transit









AMBASSADOR

BENEFIT

ZINEANDEL

TRADE CENTER

WILLIAM SCHOOL

PALMS WOOD SCHOOL

E.W. MITCHELL JUNIOR HIGH SCHOOL

FOLSOM BLVD

FREWAY

U.S. 50

SUNRISE

GRANT

TRADE CENTER DRIVE

SUNRISE DRIVE

MARGATE DRIVE

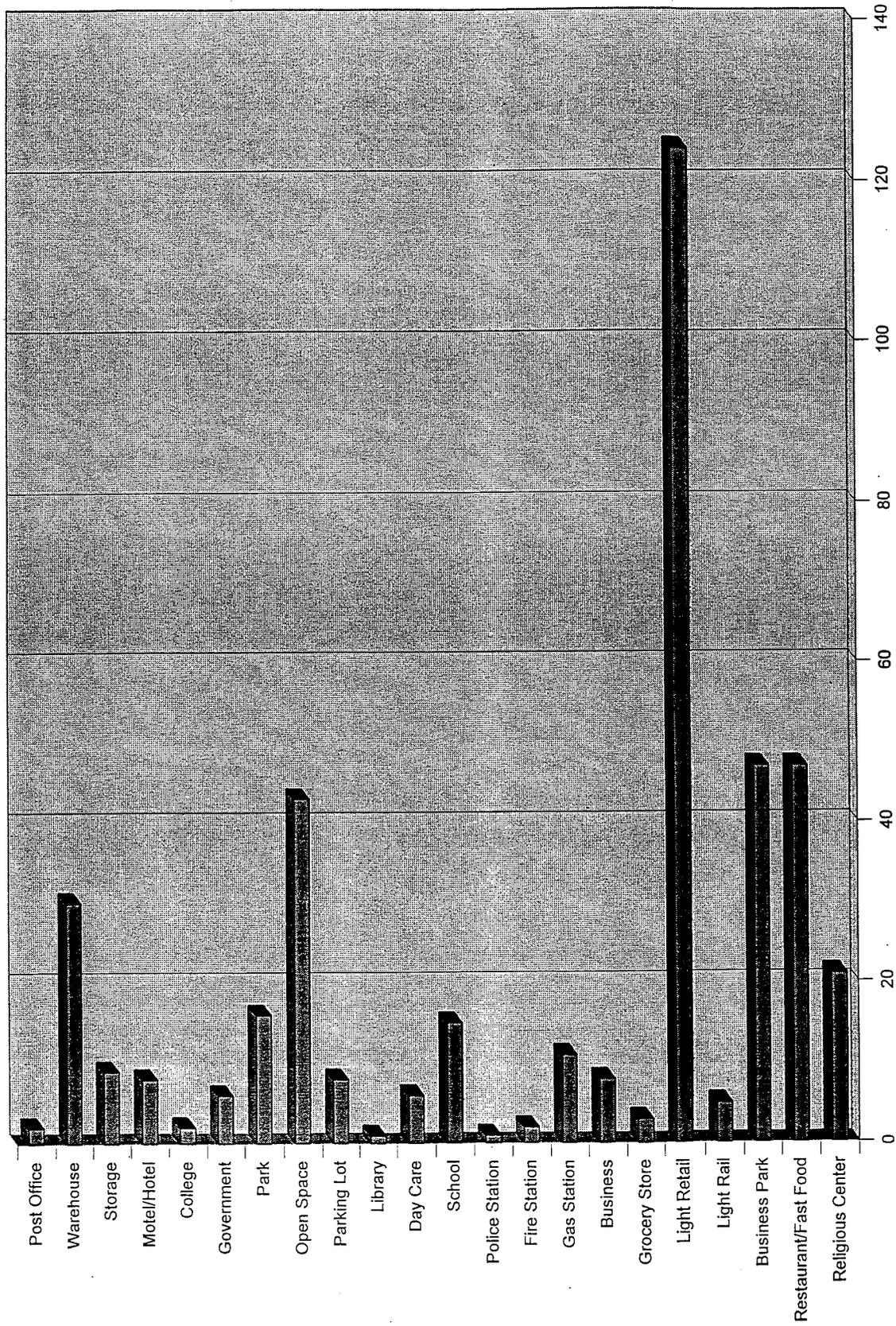
SUNRISE ST

OLD CIRCLE

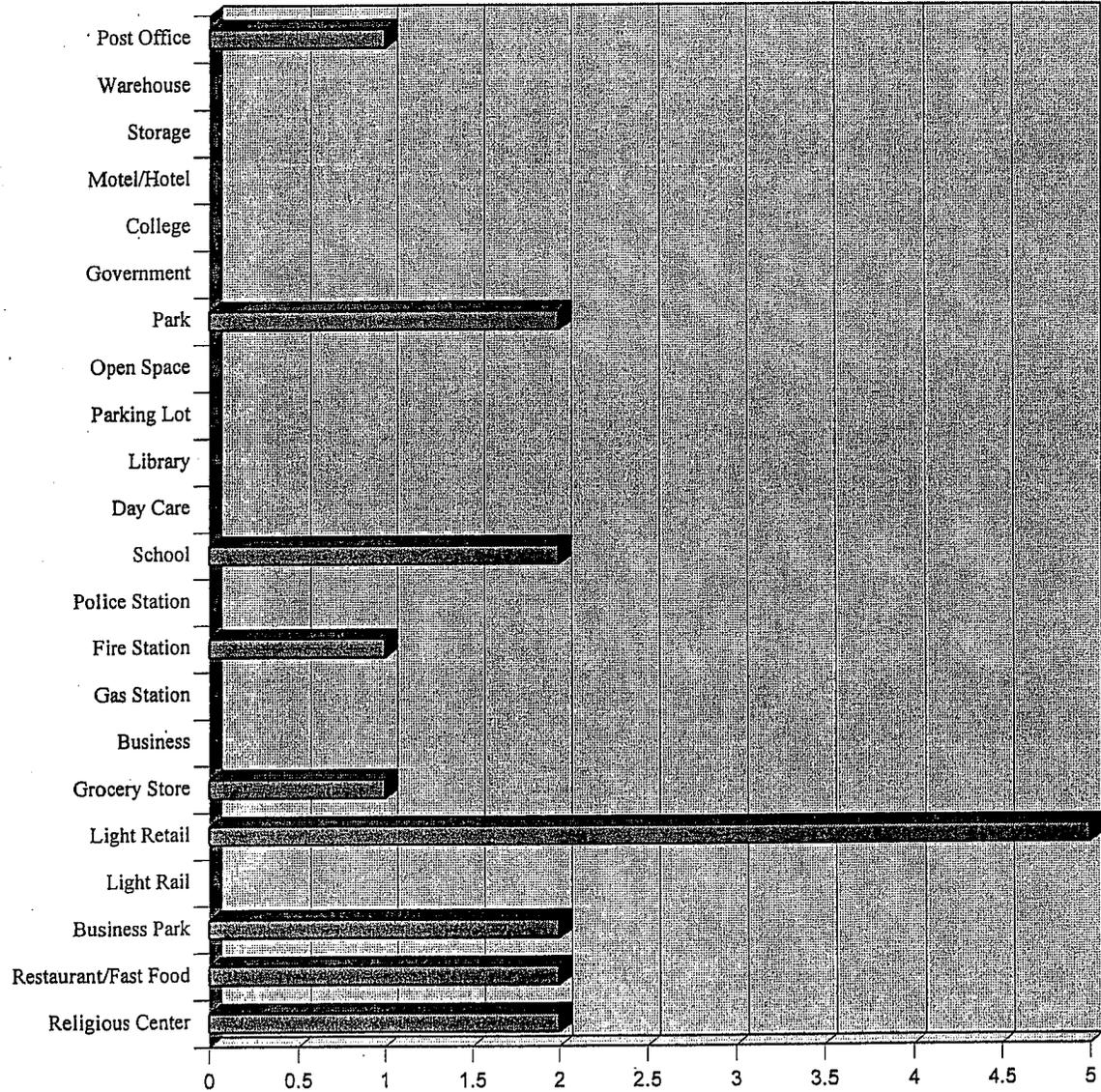
COLOMA

WILSON

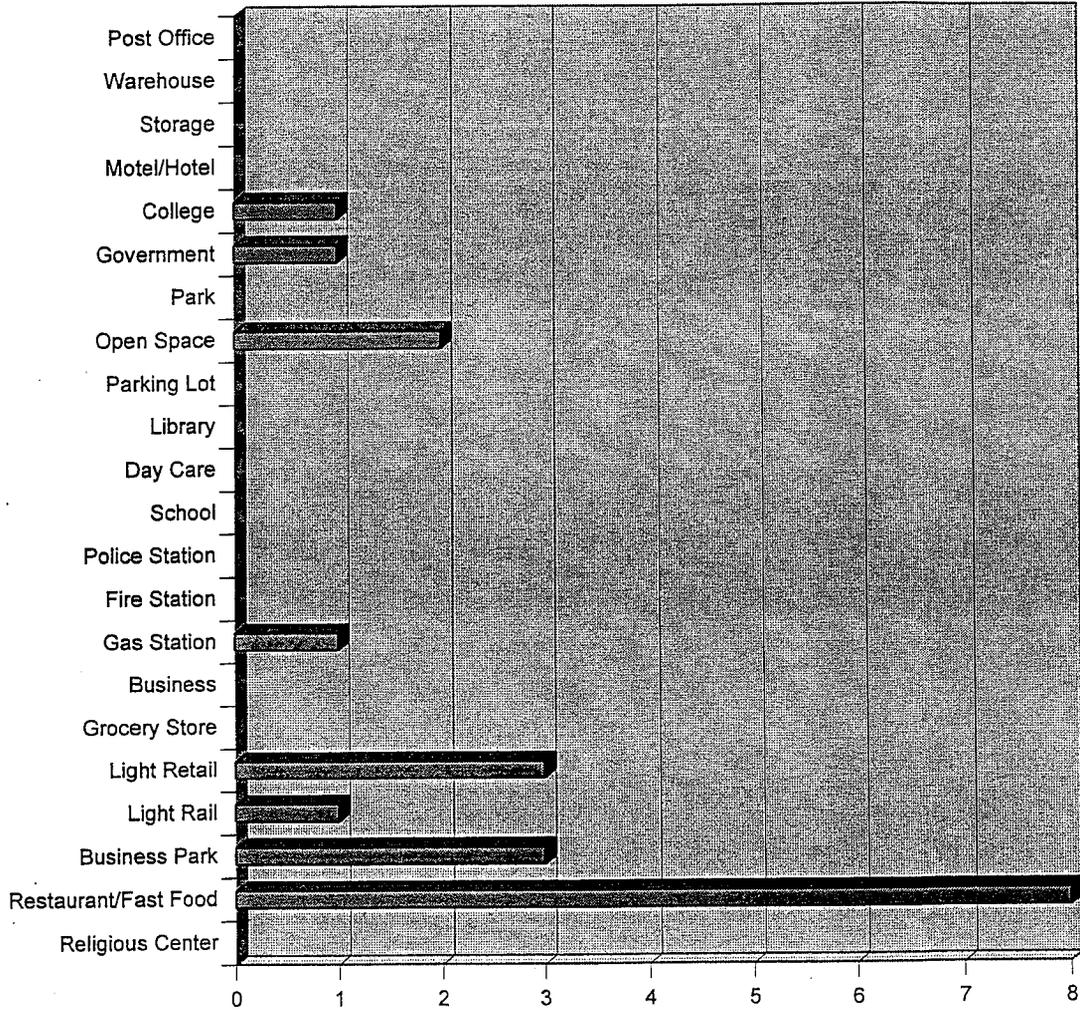
Service Strengths within the Folsom Boulevard Corridor



Watt/La Rivera

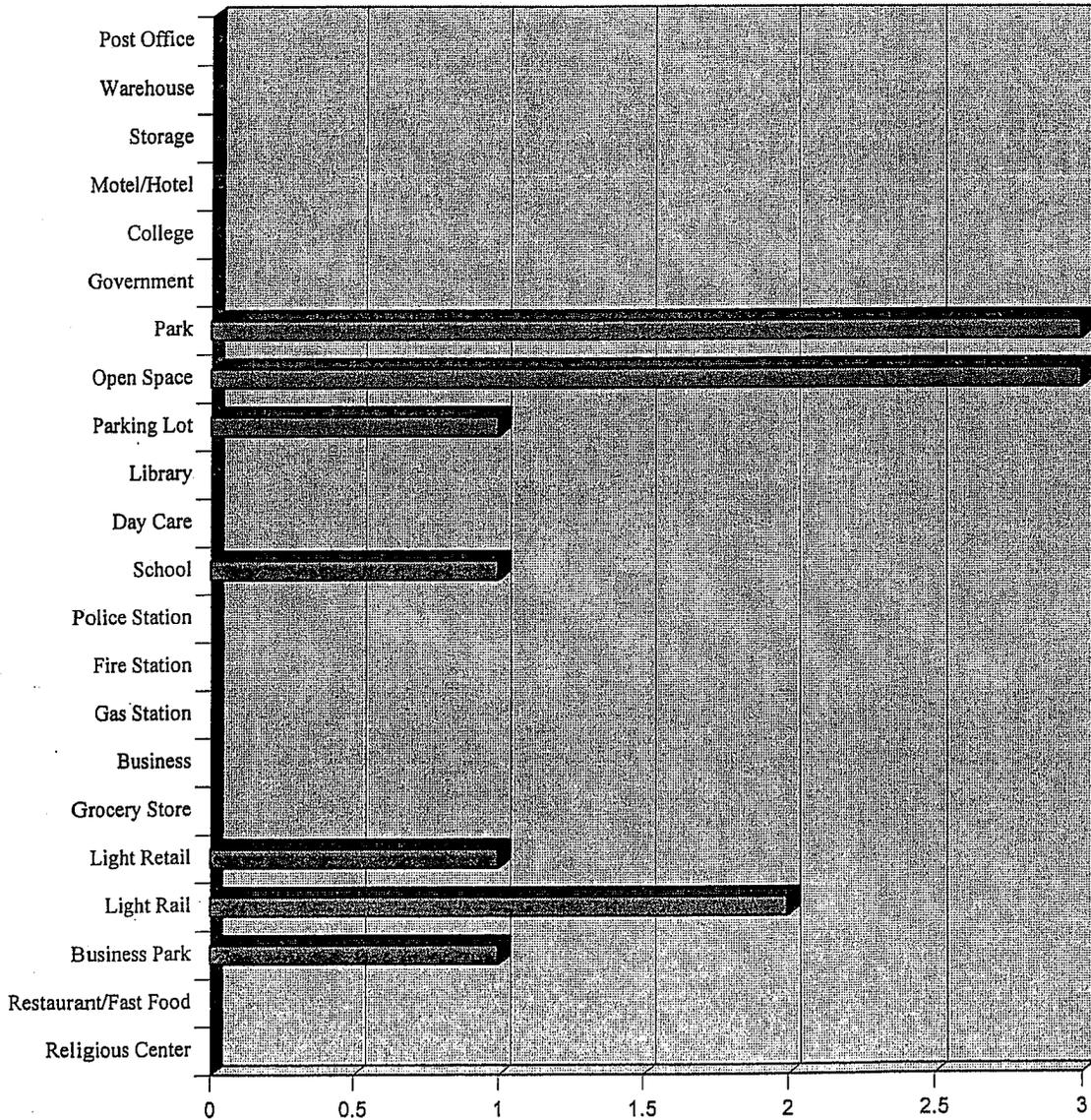


La Quinta/Norcade

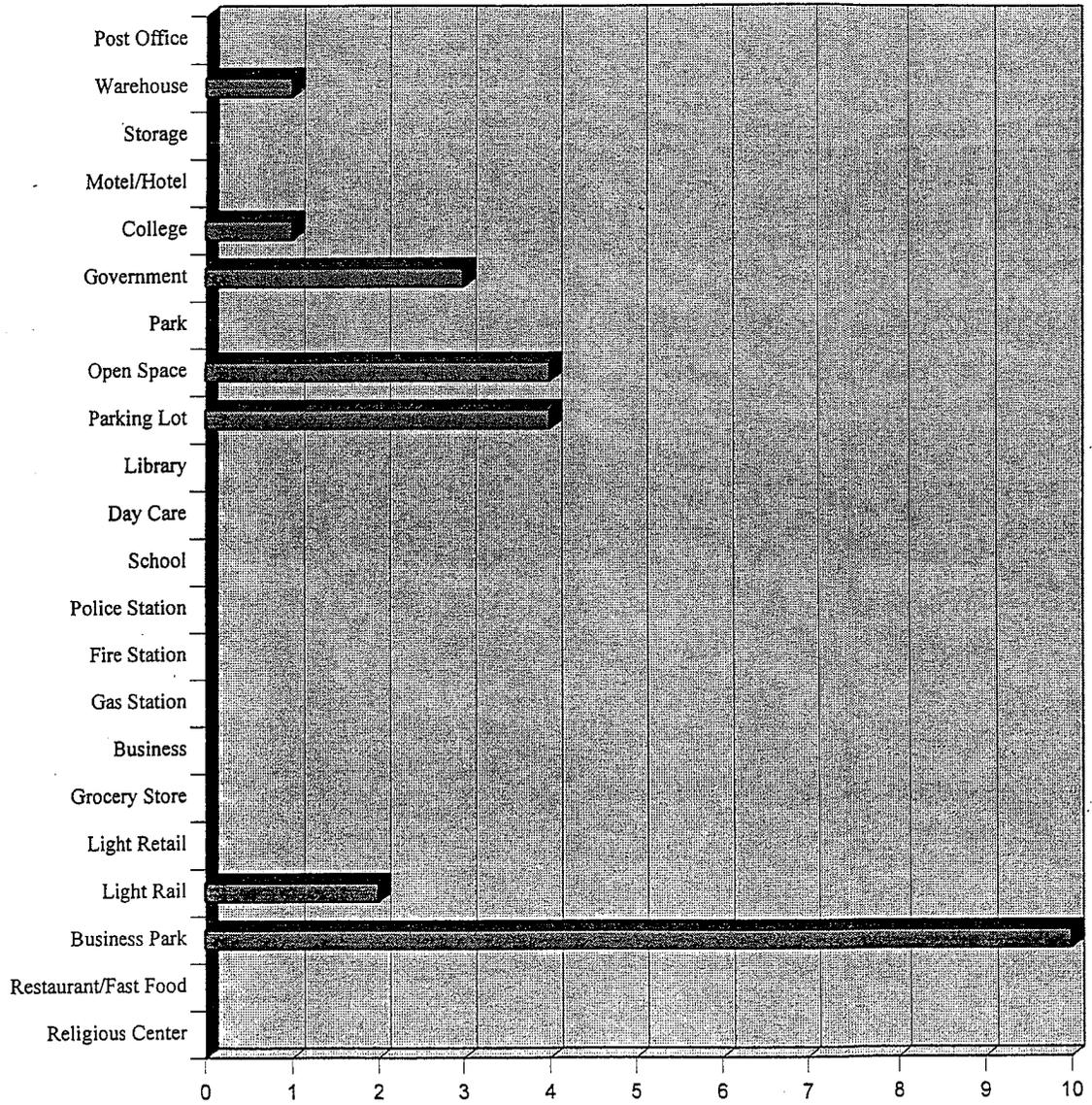


Folsom Boulevard Corridor Project

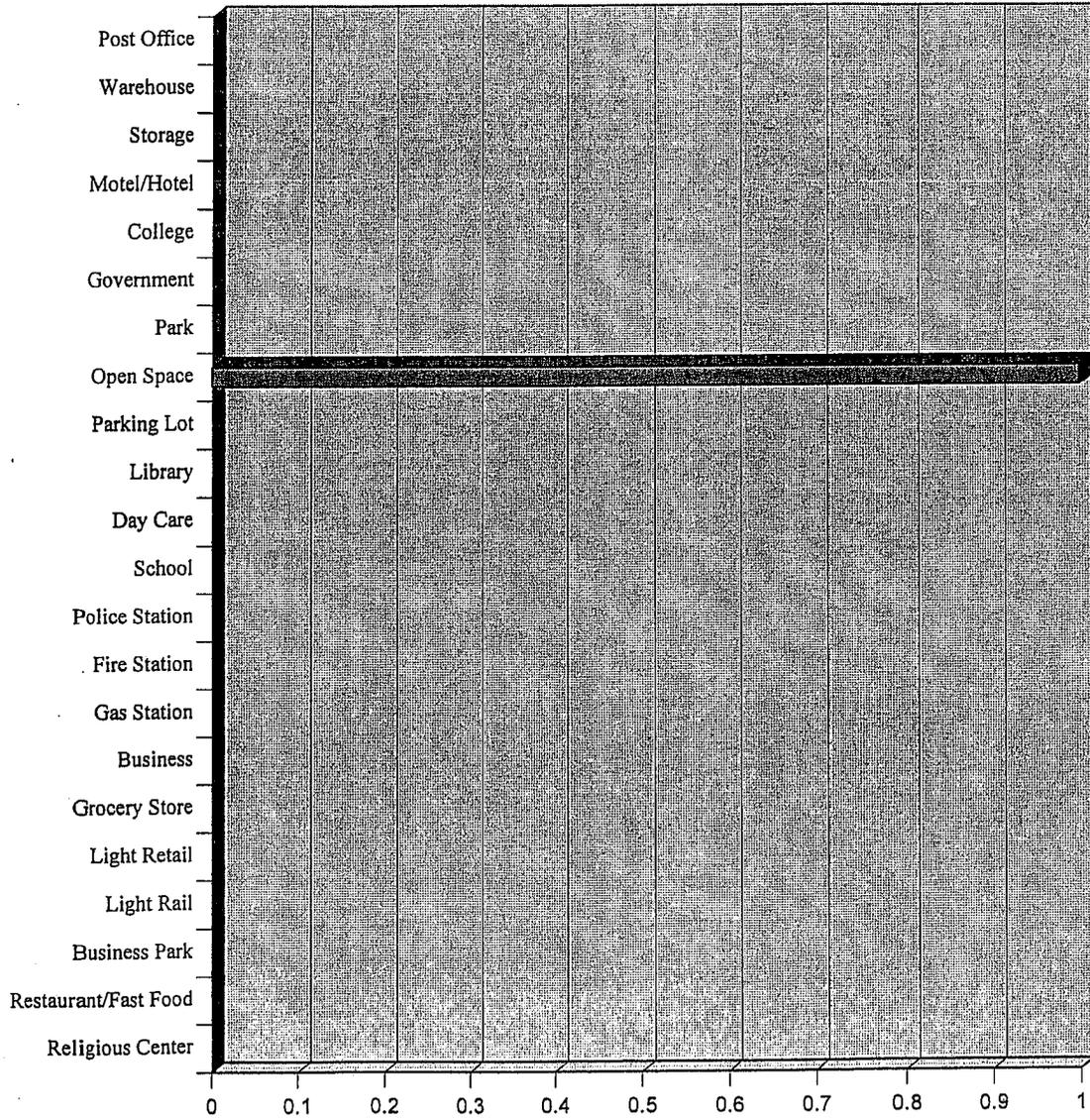
Rosemont



South Side Butterfield

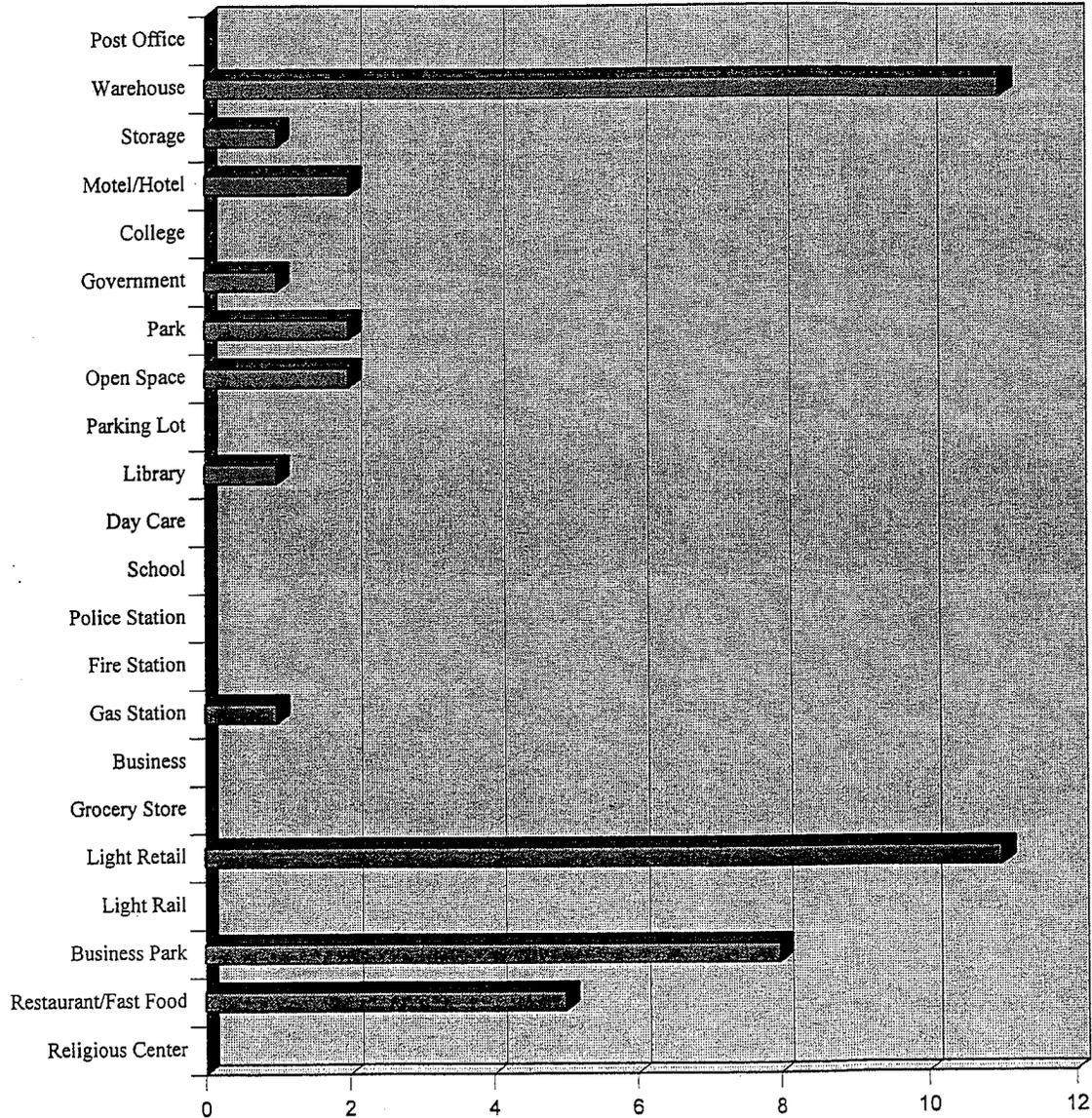


North Side Butterfield

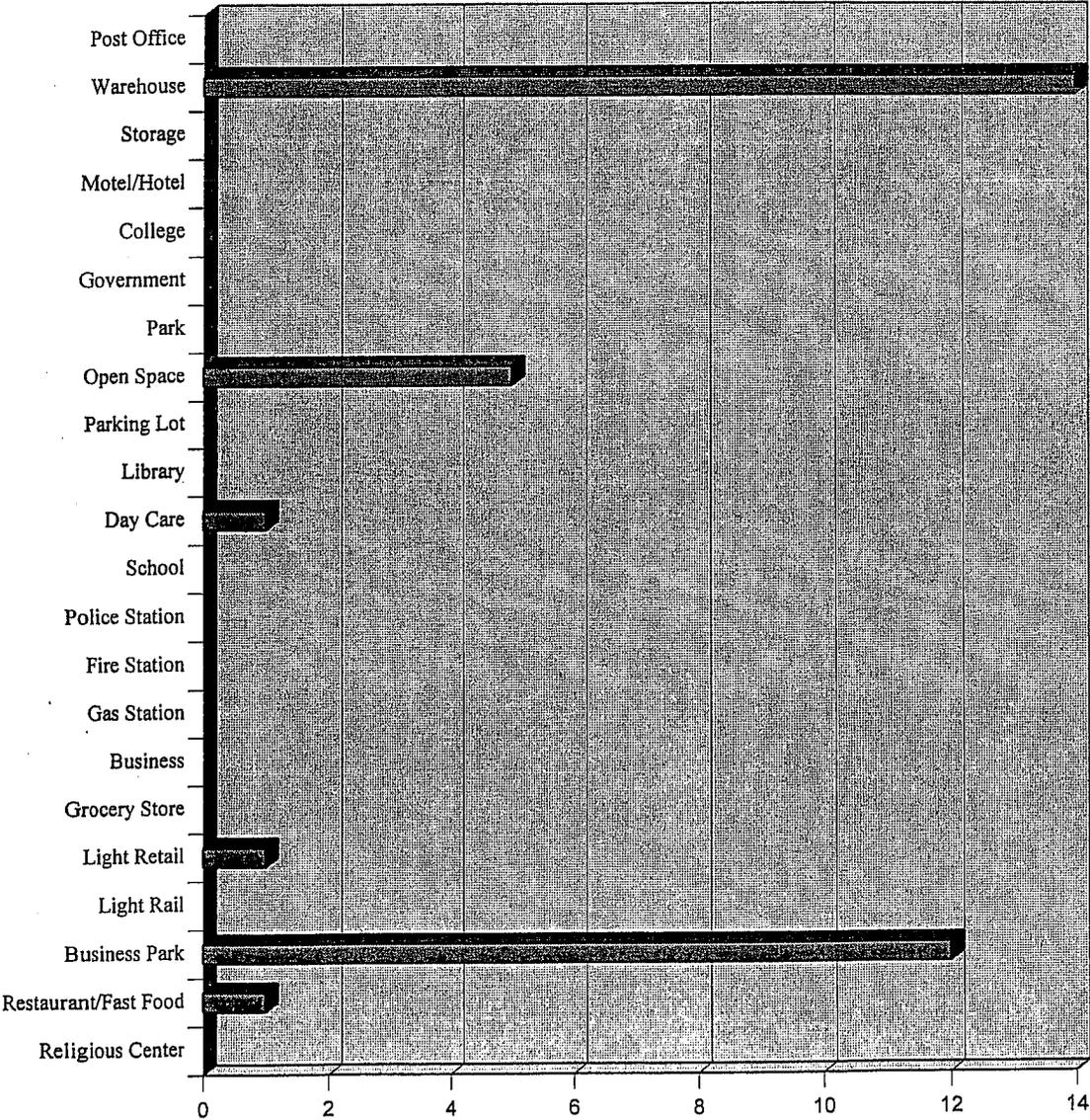


Folsom Boulevard Corridor Project

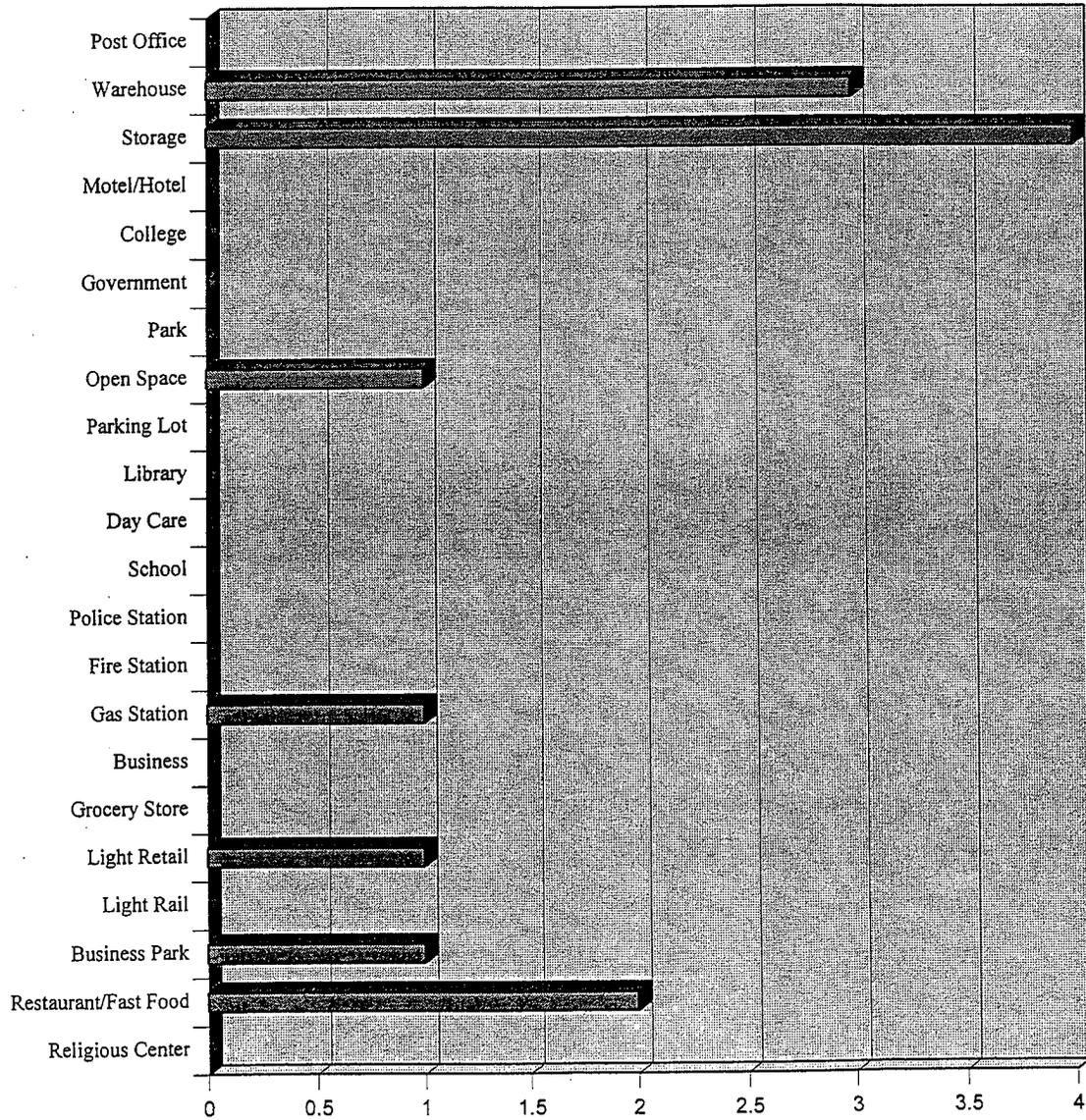
Bradshaw/Folsom



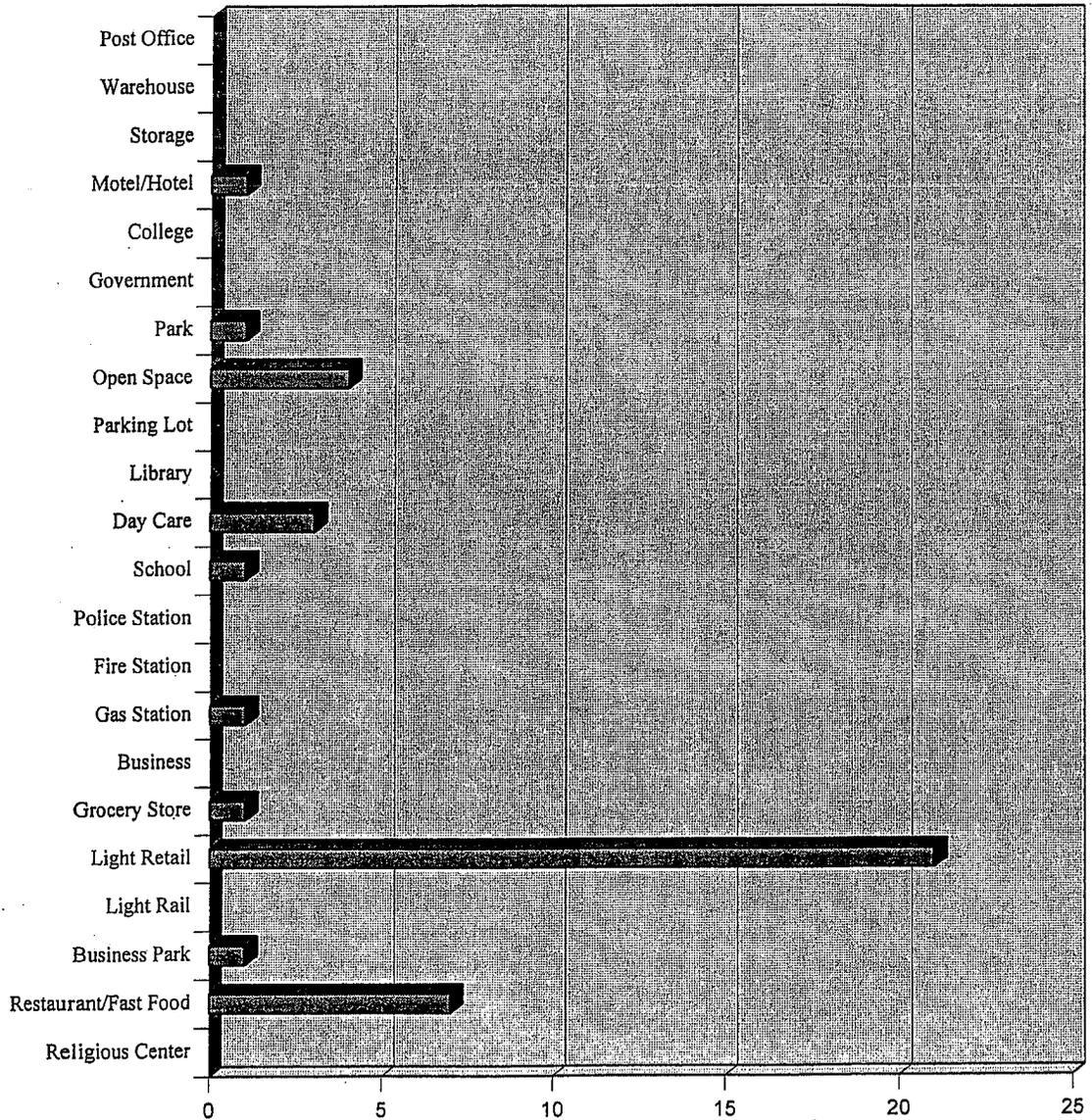
Fite Circle



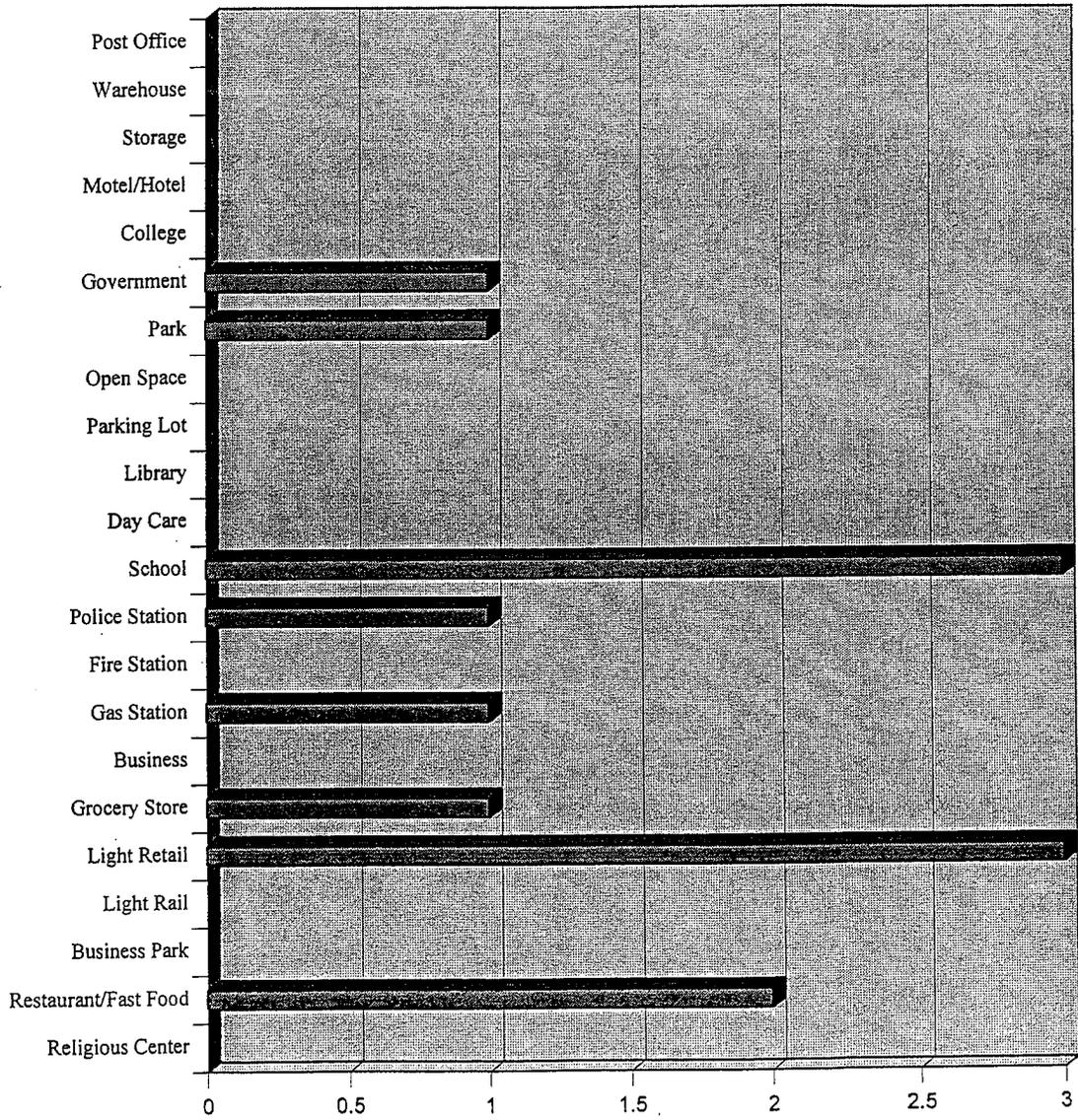
Mills Station



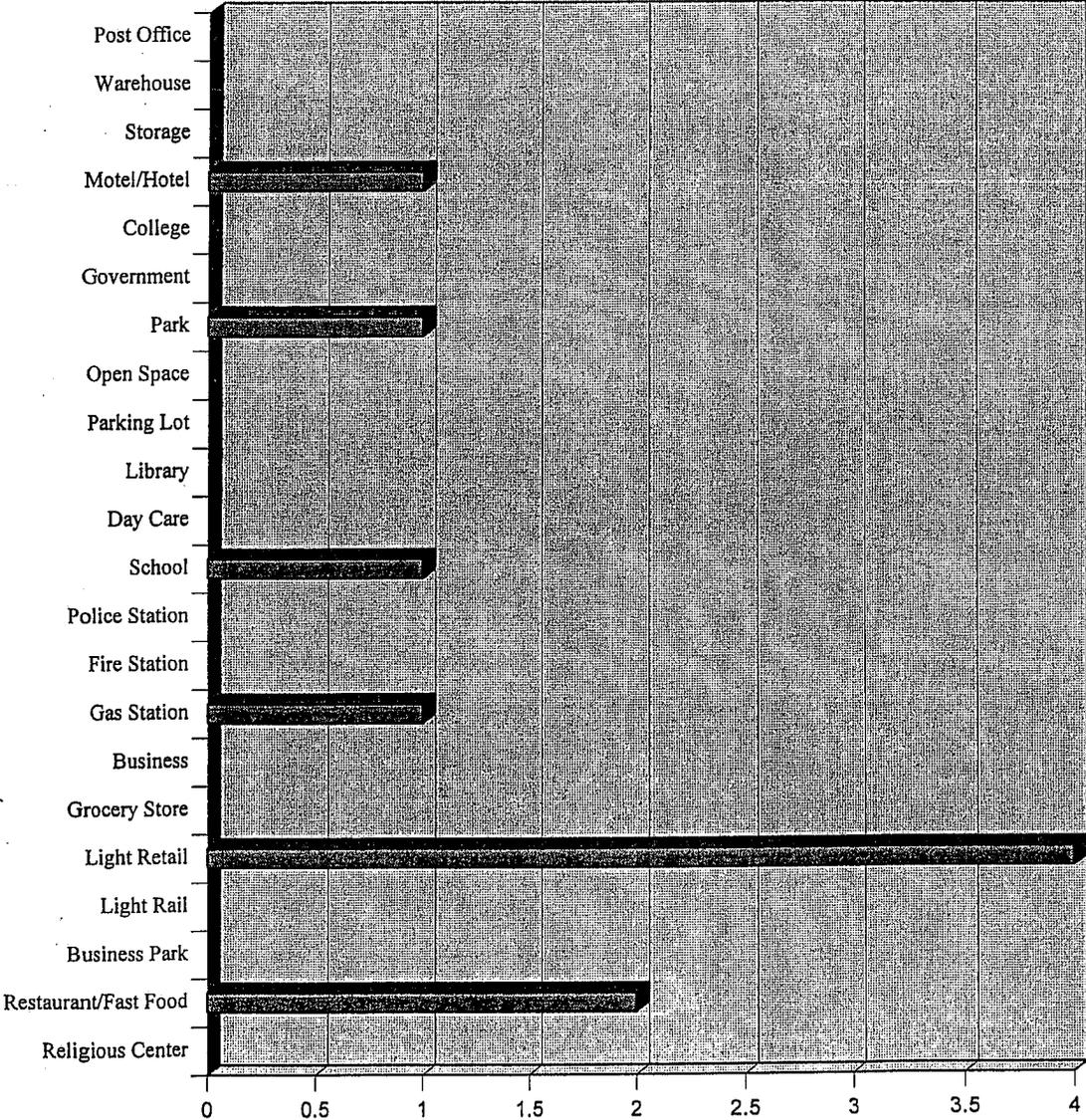
La Loma



Cordova Gardens

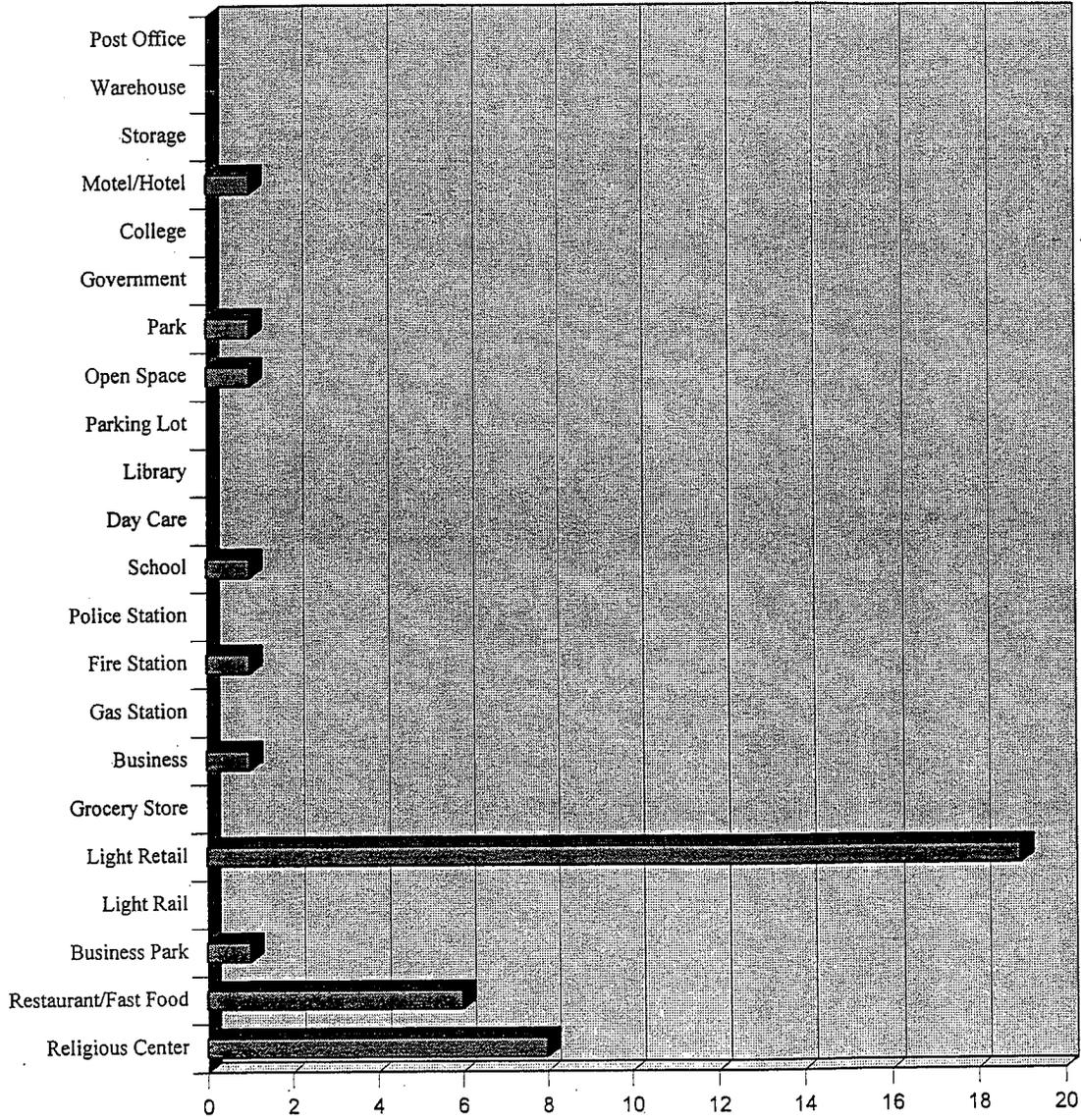


White Rock

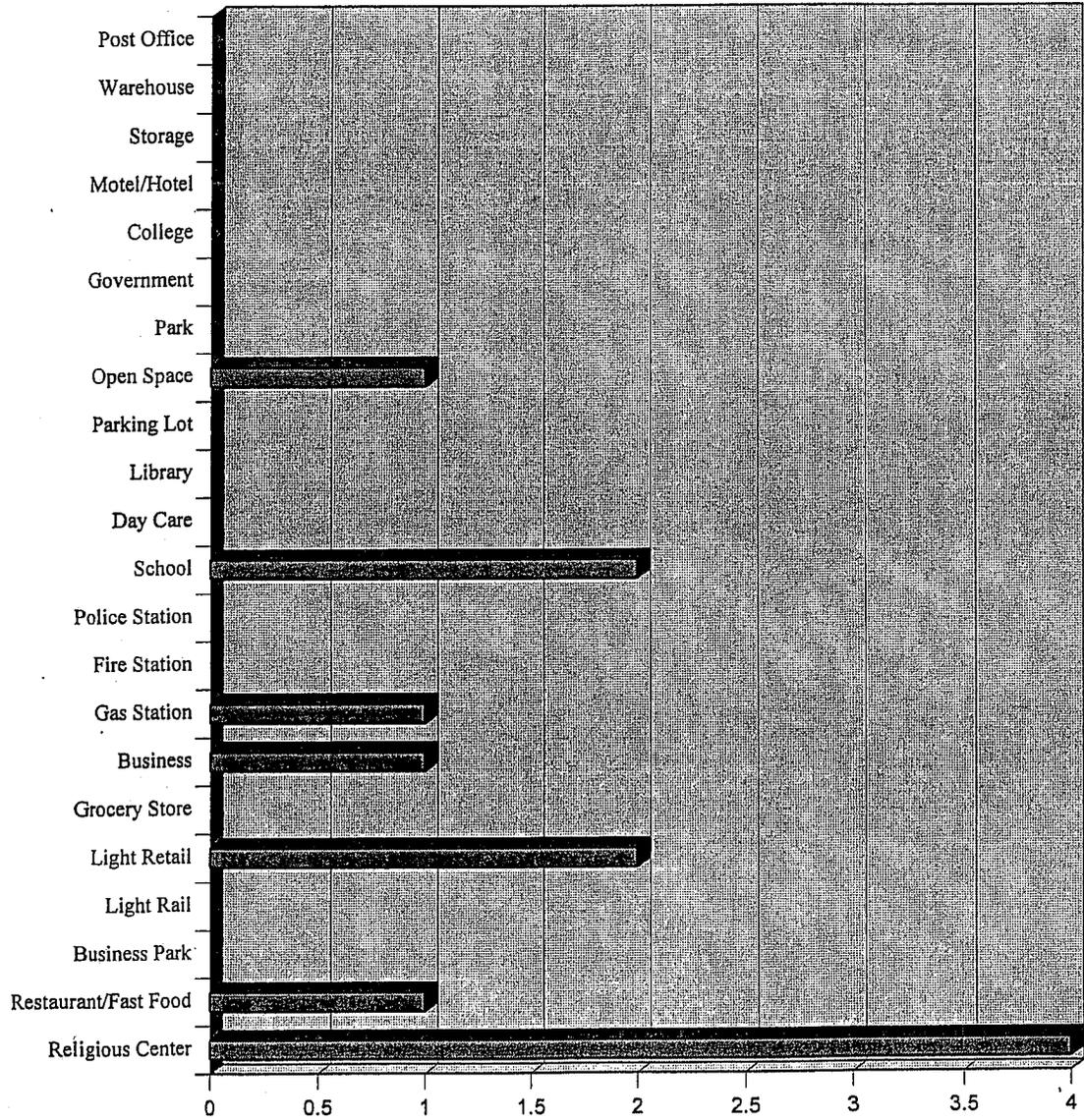


Folsom Boulevard Corridor Project

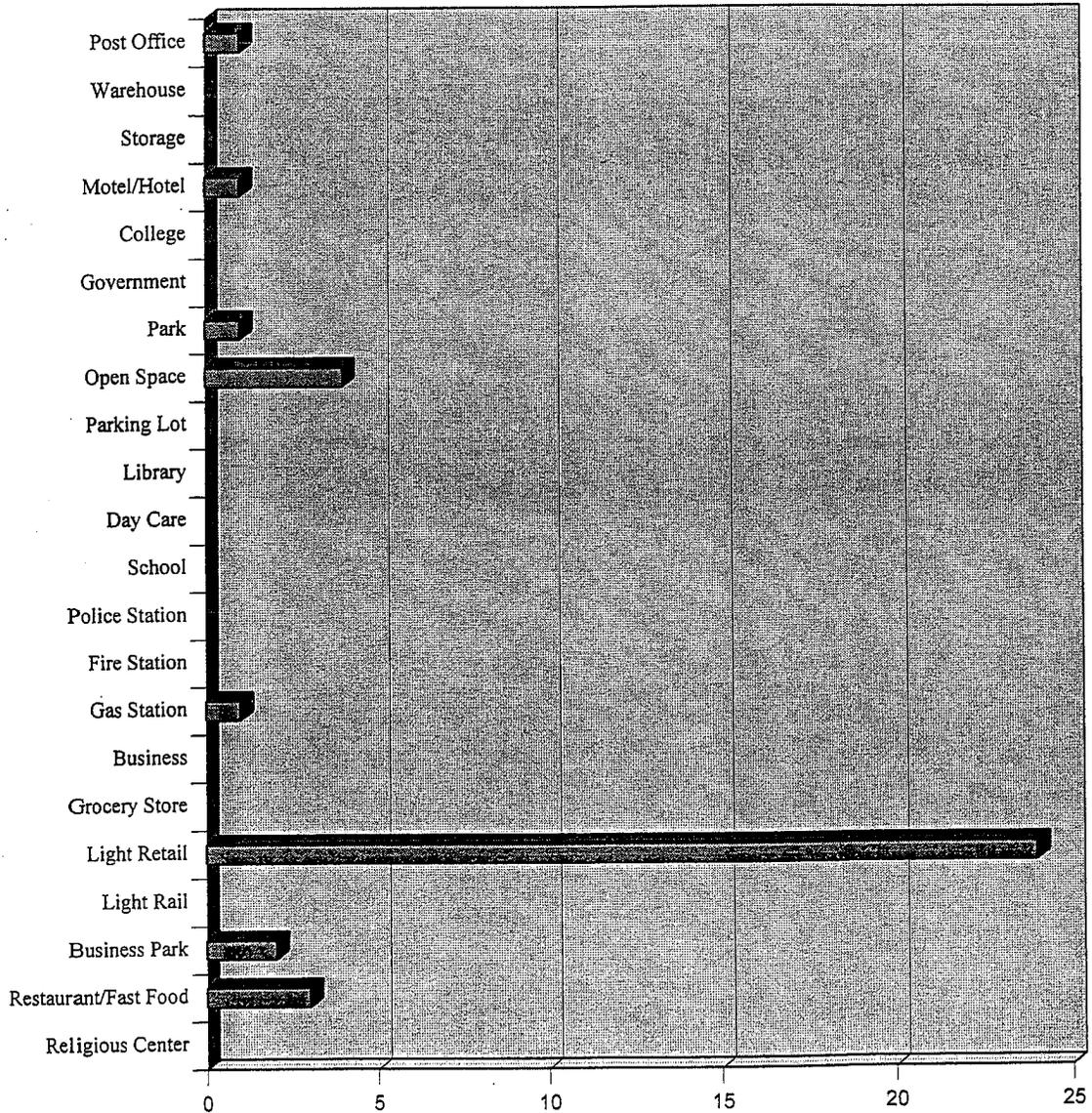
Rancho



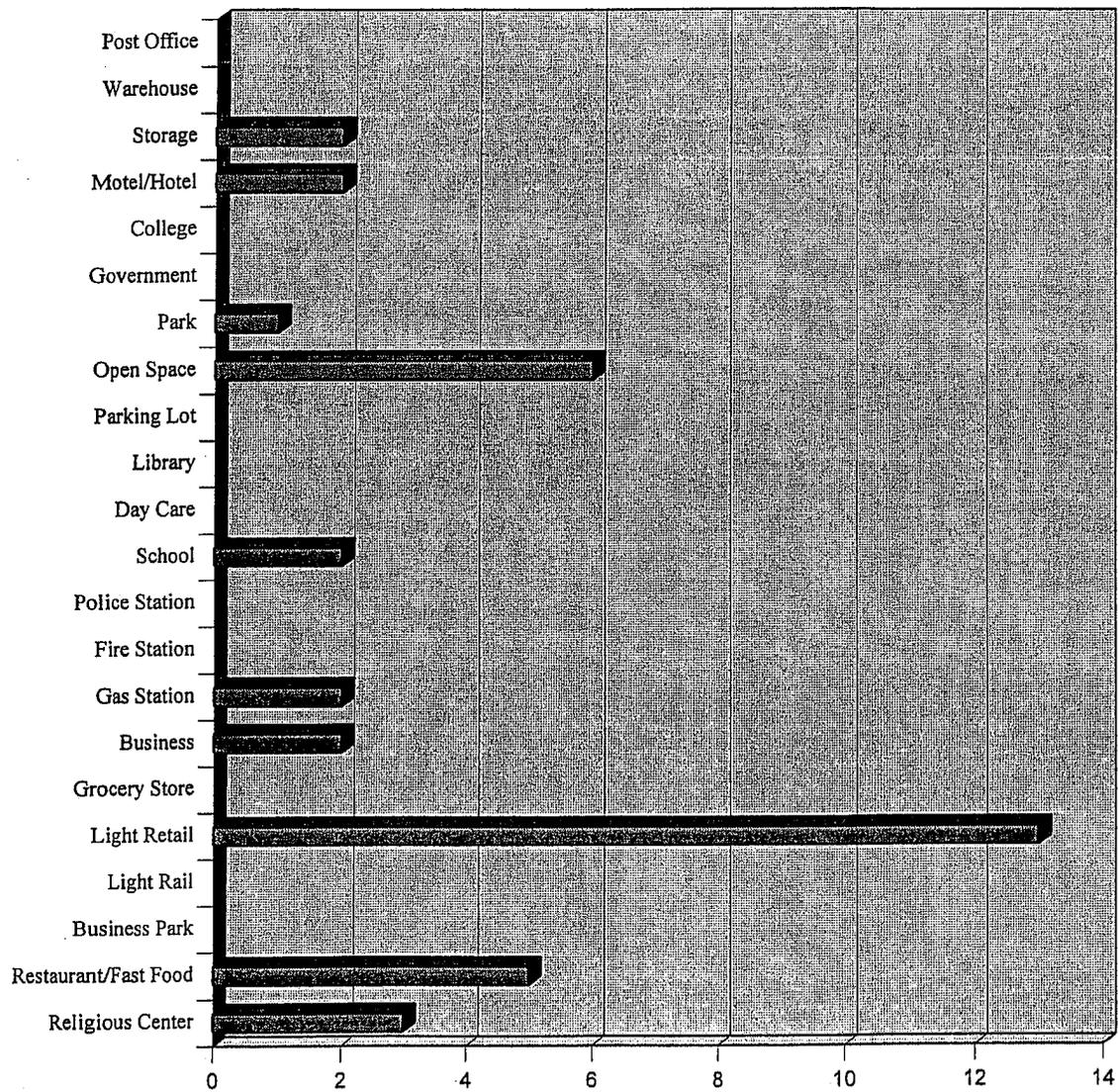
Ambassador



Olson Drive

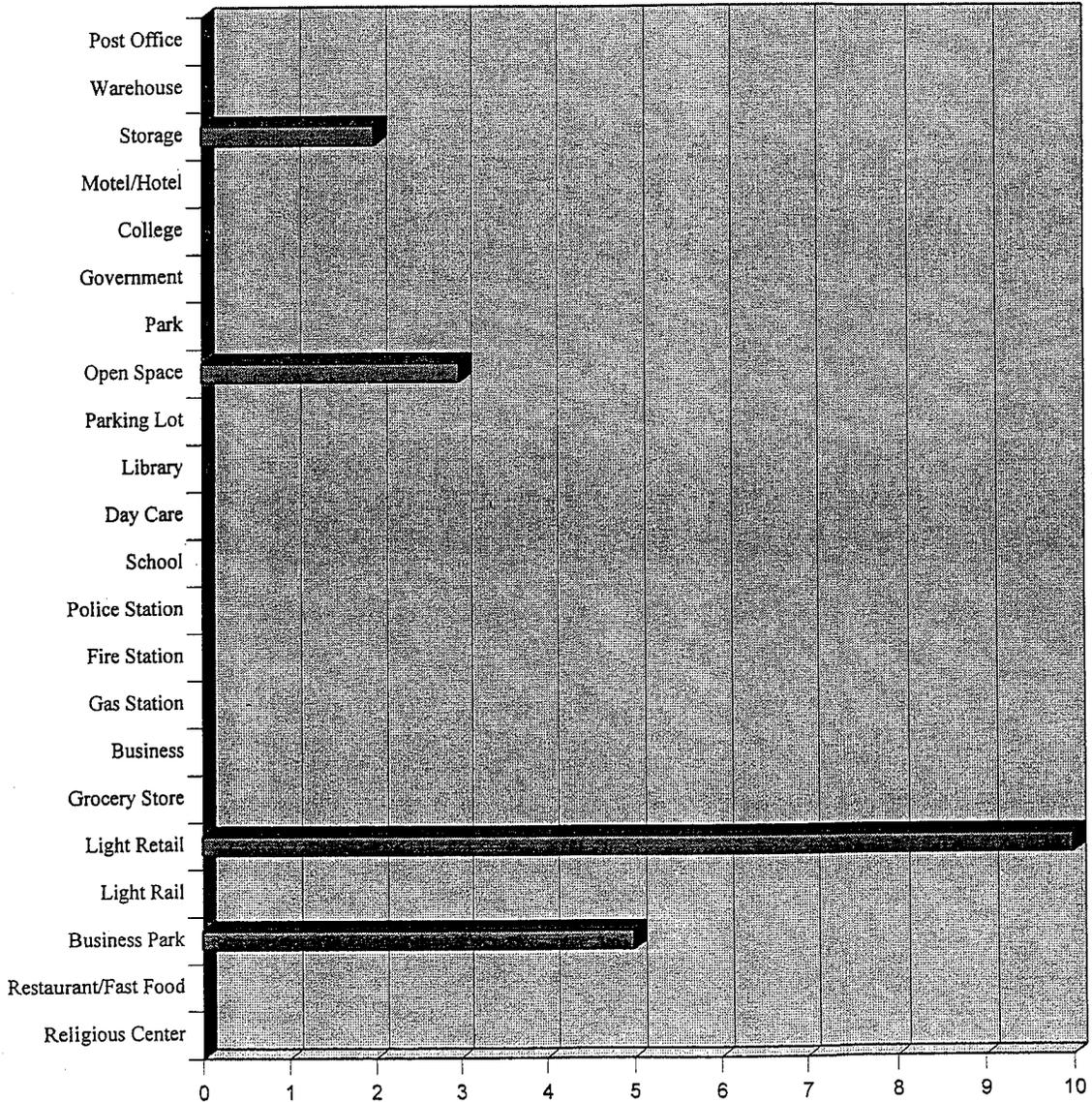


Zinfandel



Folsom Boulevard Corridor Project

Trade Center



Bonita

