



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	2/10/2026
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 11533 – A Resolution Approving the Historic District Commission’s Recommendation for Approval of a Design Review for The Square (Pioneer Village) Rehabilitation Project Located at 115 Wool Street and Determination that the Project is Exempt from CEQA Under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines
<b>FROM:</b>	Community Development Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Historic District Commission held a public meeting for the project on January 7, 2026. Staff recommends that the City Council take the following action confirming the Commission’s decision:

1. Approve Resolution No. 11533 for a Design Review for The Square Rehabilitation Project located at 115 Wool Street.

### **BACKGROUND / ISSUE**

The applicant is requesting approval for design review to construct a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool Street, as discussed in the attached Staff Report.

During the February 4, 2026 Historic District Commission meeting, the Commission modified Conditions 9f to allow a standing seam metal roof to be used for the new Blacksmith Forge Annex building, and Condition 10 providing additional clarification that the Memorandum of Understanding between the City and the applicant is operational in nature, does not create an obligation on the City to proceed with the project, and will not have an environmental impact. The modified conditions of approval are provided in Attachment 2.

### **POLICY / RULE**

Folsom Municipal Code (FMC) Section 17.52.300 requires that all new office, industrial, commercial, and residential structures undergo design review by the Historic District Commission.

Per the recent *Robert Delp v. City of Folsom et al.* decision, the Historic District Commission does not currently have approval authority and all entitlements in the Historic District require final approval by the City Council.

### **ANALYSIS**

Staff have determined that the project complies with the Folsom Municipal Code and the Historic District Design and Development Guidelines, as discussed in the attached staff report.

### **FINANCIAL IMPACT**

As conditioned, the applicant shall be responsible for construction costs associated with the project, and be required to modify or enter into a new agreement with the City regarding use and maintenance.

The costs of construction will not impact the General Fund, however costs associated with maintenance are to be determined by the modified or new agreement between the City and the Folsom Historical Society.

### **ENVIRONMENTAL REVIEW**

The project is categorically exempt from environmental review under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemptions in this case.

### **ATTACHMENTS**

1. Resolution No. 11533 – A Resolution Approving the Historic District Commission's Recommendation for Approval of a Design Review for The Square (Pioneer Village) Rehabilitation Project Located at 115 Wool Street and Determination that the Project is Exempt from CEQA Under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines
2. Revised Conditions of Approval, dated February 4, 2026
3. Draft Historic District Commission Minutes, dated February 4, 2026
4. Historic District Commission Staff Report and Attachments, dated February 4, 2026

Submitted,



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PAM JOHNS  
Community Development Director

# **Attachment 1**

## **RESOLUTION NO. 11533**

### **A RESOLUTION APPROVING THE HISTORIC DISTRICT COMMISSION'S RECOMMENDATION FOR APPROVAL OF A DESIGN REVIEW FOR THE SQUARE (PIONEER VILLAGE) REHABILITATION PROJECT LOCATED AT 115 WOOL STREET AND DETERMINATION THAT THE PROJECT IS EXEMPT FROM CEQA UNDER SECTION 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) AND SECTION 15331 (HISTORICAL RESOURCE RESTORATION/REHABILITATION)**

**WHEREAS**, the Historic District Commission on February 4, 2026, held a public meeting on the proposed design review for The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235), reviewed the staff report as well as the associated exhibits and attachments, considered public comment, and provided a recommendation to City Council; and

**WHEREAS** notice has been given at the time and in the manner required by State Law and City Code; and

**WHEREAS** the Historic District Commission determined that the proposed project would be exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15303 and Section 15331;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby confirms the recommendation of the Historic District Commission and approves a design review for The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235).

This approval is subject to the revised conditions of approval included in the staff report presented to the City Council and this Resolution is based on the following findings:

#### **GENERAL FINDINGS**

- A. NOTICE OF PUBLIC MEETING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND ZONING CODE OF THE CITY.

#### **CEQA FINDINGS**

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) AND SECTION 15331 (HISTORICAL RESOURCE RESTORATION/REHABILITATION) OF THE CEQA GUIDELINES.
- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.



- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.
- F. THE PROPOSED PROJECT WILL NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE.

**DESIGN REVIEW FINDINGS**

- H. THE PROJECT IS COMPLIANT WITH THE REQUIRED DESIGN STANDARDS OF FOLSOM MUNICIPAL CODE CHAPTER 17.52.
- I. THE PROPOSED PROJECT IS IN CONFORMANCE WITH THE HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES ADOPTED BY CITY COUNCIL.
- J. THE BUILDING MATERIALS, TEXTURES AND COLORS USED IN THE PROPOSED PROJECT ARE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND ARE CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

**PASSED AND ADOPTED** this 10<sup>th</sup> day of February, 2026, by the following roll-call vote:

**AYES:** Councilmember(s):  
**NOES:** Councilmember(s):  
**ABSENT:** Councilmember(s):  
**ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Justin Raithel, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

## **Attachment 2**

CONDITIONS OF APPROVAL FOR THE SQUARE (PIONEER VILLAGE) REHABILITATION PROJECT (DRCL25-00235)				
Cond. No.	Mitigation Measure	GENERAL REQUIREMENTS	When Required	Responsible Department
1.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below, as modified by these conditions of approval:</p> <ul style="list-style-type: none"> <li>• Project Narrative (Attachment 5)</li> <li>• Plan Set (Attachment 6)</li> <li>• Color and Materials Board (Attachment 7)</li> </ul> <p>This project approval is for The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235) which includes the construction of a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool St. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	B	CD (P)(E)
2.		Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	B	CD (P)(E)(B)
3.		<p>The project approval granted under this staff report shall remain in effect for two years from final date of approval (<b>Expires February 10, 2028</b>). Failure to obtain the relevant building or other permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval. The owner/applicant may file an application with the Community Development Department for an extension not less than 60 days prior to the expiration date of the approval, along with appropriate fees and necessary submittal materials pursuant to Section 17.52.350 of the <u>Folsom Municipal Code</u>. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, entitlement, demolition permit, sign permit or other construction permit required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the project contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the one year period for submitting a complete permit application referenced in <u>EMC</u> section 17.52.350(A) shall be tolled during the time that any litigation is pending, including any appeals.</p>	B	CD (P)

4.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith.</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD(P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD(E)
7.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD(P)(E)
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans, or beginning inspection, whichever is applicable.	B	CD(P)(E)

**ARCHITECTURE DESIGN REQUIREMENTS**

9.	<p>The project shall comply with the following architecture and design requirements:</p> <ul style="list-style-type: none"><li>a) The design, materials, and colors of the proposed The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235) shall be consistent with Attachments 5, 6, and 7 to the satisfaction of the Community Development Department.</li><li>b) Building Permits shall be required.</li><li>c) The project shall adhere to the standards, guidelines, and recommendations of the most recent version of the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i> for Rehabilitation.</li><li>d) Repairs to the Ashland Station building shall, whenever feasible, maintain and reuse the existing wood material. Repairs may include limited replacement, which shall be limited to only damaged components; new materials shall be in-kind and/or historically compatible that match the existing materials in terms of composition, design, color, texture, and other visual qualities. Repairs shall be performed using recognized conservation methods.</li><li>e) The proposed deck for Ashland Station shall be freestanding with no physical connection to the Ashland Station building. The footings for the deck support posts shall be designed so that there are minimal impacts to the existing footings/foundation of Ashland Station, to the satisfaction of the Community Development Department.</li><li>f) The roof of the Blacksmith Forge Annex shall be <del>wood shingles</del> <b><u>standing seam metal that uses a similar color used for the roof the Roundhouse Building located at 824 Sutter Street</u></b>, to the satisfaction of the Community Development Department. <b>(This condition was modified at the 2-4-26 Historic District Commission Meeting).</b></li></ul> <p>All Conditions of Approval as outlined herein shall be made as a note or separate sheet on the Construction Drawings.</p>	OG	CD (P)
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10.		<p><del>Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding, in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village).</del></p> <p><b>Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding (MOU), in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village). Any MOU entered into between the City and the applicant related to the Square will be operational in nature, will not create any obligation on the City to proceed with the project, will not affect the City's total discretion to make environmental review determinations related to the project, and the MOU will not otherwise result in an impact on the environment. (This condition was modified at the 2-4-26 Historic District Commission Meeting).</b></p>	O	CD (P), PR
11.		A professional report shall be prepared by the applicant that details the current conditions of Ashland Station, specifies what components are proposed to be repaired, and details the proposed repair treatment in accordance with <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i> for Rehabilitation. This report shall be provided to the Community Development Department for review and approval prior to the issuance of the first building permit for all work related to Ashland Station.	B	CD(P)
12.		If the Community Development Department determines that an experienced historic preservation construction monitor is necessary to ensure the rehabilitation and restoration work for the Ashland Station complies with the Rehabilitation Standards in the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i> , the City shall retain the services of such a monitor at the applicant's expense.	DC	CD(P)
13.		The applicant shall be responsible for all costs associated with this project for construction and rehabilitation.	DC	CD(P)
<b>NOISE REQUIREMENT</b>				
14.		Compliance with the City of Folsom Noise Control Ordinance, General Plan Safety & Noise Element and Standard Construction Specifications and Details Section 7.23 is required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays	I, B	CD (P)(E)

		and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Request to work during days and times not permitted under these regulations may only occur with written permission from the City of Folsom Community Development Director or duly authorized deputy.		
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RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

## **Attachment 3**





**HISTORIC DISTRICT COMMISSION MINUTES**  
**February 4, 2026**  
**6:30 p.m.**  
**50 Natoma Street**  
**Folsom, California 95630**

**CALL TO ORDER HISTORIC DISTRICT COMMISSION:**

A regular meeting of the Historic District Commission was called to order at 6:34 p.m. with Chair Kathy Cole presiding.

**ROLL CALL:**

Commissioners Present: Mathew Herrera, Commissioner  
John Felts, Commissioner  
Jennifer Cabrera, Chair  
Lisa Gomez, Commissioner  
John Lane, Commissioner  
Kathy Cole, Vice Chair

Commissioners Absent: Dan West, Commissioner

**PLEDGE OF ALLEGIANCE:**

The Pledge of Allegiance was recited.

**CITIZEN COMMUNICATION:**

NONE

**OATH OF OFFICE ADMINISTERED TO COMMISSIONERS**

Oath of Office was administered to Kathy Cole, John Lane and Lisa Gomez.

**COMMENDATION HONORING MARK DASCALLOS FOR HIS DISTINGUISHED SERVICE ON THE HISTORIC DISTRICT COMMISSION**

**ELECTION OF CHAIR**

A unanimous vote by the Commission was called to elect Jennifer Cabrera as Chair of the Historic District Commission.

**ELECTION OF VICE CHAIR**

A unanimous vote by the Commission was called to elect Kathy Cole as Vice Chair of the Historic District Commission.

## **MINUTES:**

The minutes of December 3, 2025, meeting were approved as submitted.

## **NEW BUSINESS:**

### **1. DRCL25-00235: The Square (Pioneer Village) Rehabilitation Project and Determination that the Project is Exempt from CEQA under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation)**

A Public Hearing to request Design Review for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, located in The Square (also known as Pioneer Village) at 115 Wool St. The project site is within the Historic District (HD) Zoning District within the Sutter Street Subarea of the Historic District, and the General Plan land-use designation of the project site is Historic Folsom Mixed-Use (HF). The project is categorically exempt under 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Nathan Stroud / Applicant: Folsom Historical Society)**

COMMISSIONER LANE MOVED RECOMMEND APPROVAL OF AN APPLICATION (DRCL25-00235) FOR DESIGN REVIEW FOR A 420 SQUARE-FOOT NEW BLACKSMITH FORGE ANNEX BUILDING AND EXTERIOR MODIFICATIONS TO ASHLAND STATION, AN ELIGIBLE HISTORIC RESOURCE, AT 115 WOOL STREET, BASED ON THE (FINDINGS A-H), AND SUBJECT TO THE CONDITIONS OF APPROVAL ATTACHED TO THIS REPORT (CONDITIONS 1-14) WITH MODIFICATION TO CONDITION 9F TO ALLOW STANDING SEAM ROOF WITH A COLOR THAT MATCHES THE ROUNDHOUSE BUILDING AND WITH THE MODIFICATION TO CONDITION 10 AS NOTED IN THE GREEN SHEET.

### **Correction to Condition 10**

The correction to Condition 10 shown below is to provide additional language to provide greater clarification regarding the nature of the memorandum of understanding, however this would not substantively change the timing or requirements of this condition:

~~Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding, in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village).~~

**Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding (MOU), in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village). Any MOU entered into between the City and the applicant related to the Square will be operational in nature, will not create any obligation on the City to proceed with the project, will not affect the City's total discretion to make environmental review determinations related to the project, and the MOU will not otherwise result in an impact on the environment.**

COMMISSIONER HERRERA SECONDED THE MOTION.

The Motion carried the following roll call vote:

AYES: HERRERA, FELTS, CABRERA, GOMEZ, LANE, COLE  
NOES: NONE

RECUSED: NONE  
ABSENT: WEST

MOTION PASSED

**PLANNING MANAGER REPORT:**

Planning Manager, Desmond Parrington, provided an update on the following items:

- The 603 Sutter Street Project, the applicant submitted a request to withdraw that was approved by the City Council. The project will not be moving forward.
- The next Historic District Commission regular meeting will be held on March 4, 2026. There will be one item that will address the changes to our ADU ordinance.
- There is an update on sign enforcement. The Community Development Department met with the Historic District on January 14, 2026 to discuss the changes to the sign regulation.
- Kathy Cole, as a member of the California Preservation Foundation has been working closing with Staff and the Mayor on changes we are hoping to get to SB 79.
- We are still working on AB 1061

**STAFF LEVEL APPROVED DESIGN REVIEWS**

- One project approved at staff level for a detached ADU located at 291 Leidesdorff Street. The Design Review is located on City the website

There being no further business to come before the Folsom Historic District Commission, Chair Jennifer Cabrera adjourned the meeting at 7:33 p.m.

RESPECTFULLY SUBMITTED,

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Karen Sanabria, DEVELOPMENT SERVICES SPECIALIST

**APPROVED:**

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Jennifer Cabrera, CHAIR

## **Attachment 4**



## **Historic District Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project Name:** The Square (Pioneer Village) Rehabilitation Project and Determination that the Project is Exempt from CEQA under Section 15303 (New Construction or Conversion of Small Structures) and Section 15331 (Historical Resource Restoration/Rehabilitation)  
**File #:** DRCL25-00235  
**Request:** Design Review, Commission Level  
**Location:** 115 Wool St. Folsom, CA 95630  
**Parcel(s):** APN 070-0052-023-0000  
**Staff Contact:** Nathan Stroud, Associate Planner  
[nstroud@folsom.ca.us](mailto:nstroud@folsom.ca.us), (916) 461-6220

**Property Owner**  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

**Applicant**  
Folsom Historical Society  
Attn: Jeremy Bernau  
823 Sutter Street  
Folsom, CA 95630

### **Project Summary**

The proposed project involves Design Review for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, located at 115 Wool Street. The subject property is in the Historic District (HD) Zoning District within the Sutter Street Subarea of the Historic District, with a General Plan land-use designation of Historic Folsom Mixed-Use (HF). The City Council will take final action.

Staff have determined that the project complies with the standards provided in the Folsom Municipal Code and the Historic District Design and Development Guidelines and recommends approval of the project as conditioned.

### **Policy/Rule**

Folsom Municipal Code (FMC) Section 17.52.300 states that the Historic District Commission shall have final authority relating to the design and architecture of all exterior renovations, remodeling, modification, addition, or demolition of existing structures within the Historic District. FMC Section 17.52.330 states that, in reviewing projects, the Commission shall consider the following criteria:

- a) Project compliance with the General Plan and any applicable zoning ordinances;
- b) Conformance with any city-wide design guidelines and historic district design and development guidelines adopted by the city council;



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- c) Conformance with any project-specific design standards approved through the planned development permit process or similar review process; and
- d) Compatibility of building materials, textures and colors with surrounding development and consistency with the general design theme of the neighborhood.

However, as a result of the recent *Robert Delp v. City of Folsom et al.* decision, the Historic District Commission does not currently have approval authority and all entitlements in the Historic District require final approval by the City Council.

**Recommendation**

Conduct a public meeting and upon conclusion confirm staff's determination that the project is exempt from CEQA and recommend approval of an application (DRCL25-00235) for design review for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool Street, based on the Findings below (Findings A-H), and subject to the conditions of approval attached to this report (Conditions 1-14).

**Table of Contents**

- 1 – Project Site Information
- 2 – Description/Analysis
- 3 – Proposed Conditions of Approval
- 4 – Vicinity Map
- 5 – Project Narrative
- 6 – Plan Set
- 7 – Color and Materials Board
- 8 – Historic Photos
- 9 – Site Photos
- 10 – HPL Comments Letter, 11/4/25
- 11 – Applicant Response to HPL Comments Letter

Submitted,

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PAM JOHNS  
Community Development Director

**ATTACHMENT 1**  
**PROJECT SITE INFORMATION**

<b>GENERAL PLAN DESIGNATION</b>	Historic Folsom Mixed-Use (HF)
<b>ZONING</b>	Historic District (HD) within the Sutter Street Subarea of the Historic District
<b>ADJACENT LAND USES/ZONING</b>	North: Folsom Depot (SUT/HD) South: Commercial Uses (SUT/HD) East: Commercial Uses (SUT/HD) West: Commercial Uses (SUT/HD)
<b>SITE CHARACTERISTICS</b>	The project site contains a historic interpretation area (The Square aka Pioneer Village) on the northeast portion of a 192,100-square-foot (4.41-acre) parcel.
<b>APPLICABLE CODES</b>	<a href="#">FMC Chapter 17.52</a> , HD, Historic District <a href="#">FMC Section 17.52.300</a> , Design Review <a href="#">FMC Section 17.52.510</a> , Sutter Street Subarea Special Use and Design Standards <a href="#">Historic District Design and Development Guidelines</a> (DDG's)
<b>PUBLIC NOTICING</b>	A notice was posted on the project site five days prior to the Historic District Commission and City Council Meetings that met the requirements of <a href="#">FMC Section 17.52.320</a> .

## ATTACHMENT 2 DESCRIPTION/ANALYSIS

### Applicant's Proposal

The applicant, Jeremy Bernau on behalf of the Folsom Historical Society, is requesting Design Review approval for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool Street.

The new Blacksmith Forge Annex is intended to provide additional storage and additional outdoor space for blacksmith demonstrations and classes, and is proposed to be similar in materials to the existing Ashland Station building.

The modifications to Ashland Station include removal of an existing non-original door and roof cover on the structure, reopening of an original entrance, reuse and repair of an existing large wooden cargo door, and adding a new deck in front of the structure for access. Damaged components of the existing materials for the existing wooden cargo door is proposed to be replaced with like-for-like, historically compatible materials. Overall, the intent is to rehabilitate the structure in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

Ashland Station is not a listed historic resource on the national, state, or local historic registers; however, the building is potentially eligible for listing on the California Register of Historic Resources based on feedback provided by the State Historic Resources Commission.

### General Plan and Zoning Consistency

The project site is within the Historic District (HD) within the Sutter Street Subarea of the Historic District, and the General Plan land-use designation of the project site is Historic Folsom Mixed-Use (HF).

The following table shows applicable General Plan goals/policies:

General Plan Policies (2035)	
Goals/Policies	Description
<b>LU 1.1.9</b> (Preserve Historic Resources)	Recognize the importance of history in the City of Folsom, and preserve historic and cultural resources throughout the city, to the extent feasible.
<b>LU 2.1.1</b> (Historic Folsom)	Maintain the existing street fabric and pattern and enhance the tourist-oriented, historic commercial uses in the Historic Folsom commercial areas to preserve the unique character of Folsom's historic center and support local business.
<b>NCR 5.1</b> (Cultural Resources)	Encourage the preservation, restoration, and maintenance of cultural resources, including buildings and sites, to enrich our sense of place and our appreciation of the city's history.

The project involves the modification of a potentially eligible historic resource (known as Ashland Station), which was relocated from its original location to The Square (also known as Pioneer Village) in 1973. The project is intended to partially rehabilitate the



structure to its original exterior appearance through the removal of a non-original entrance, and the restoration of an original entrance to the structure. The rehabilitation work is considered consistent with General Plan Goal NRC 5.1 and General Plan Policy 1.1.9. Furthermore, the construction of the Blacksmith Forge Annex for historic interpretive demonstrations is also consistent with General Plan Policies LU 1.1.9 and LR 2.1.1.

The following table shows how the proposed Blacksmith Forge Annex relates to the applicable development standards:

Sutter Street Subarea Development Standards (FMC 17.52.510)		
	Required	Proposed
<b>Setbacks</b>	No Setbacks Required	6 Foot Setback from nearest Property Line
<b>Height Maximum</b>	35 Feet	~16.4 Feet

The following table shows how the proposed Ashland Station front deck relates to the applicable development standards:

Sutter Street Subarea Development Standards (FMC 17.52.510)		
	Required	Proposed
<b>Setbacks</b>	No Setbacks Required	34 Foot Setback from nearest Property Line

The project has been determined to satisfy the applicable development standards of the Sutter Street Subarea outlined in the Folsom Municipal Code.

## **Building Design and Architecture**

### **Blacksmith Forge Annex**

The proposed project is subject to compliance with FMC 17.52.510 and the Historic District Design and Development Guidelines (DDGs). FMC 17.52.510(B) and Section 5.02.01(a) of the DDGs establishes the design concepts for the Sutter Street Subarea, which states that new structures should be of a pre-1900s design. The Building Materials Palette, which is Attachment 2 of Appendix D of the DDGs, also provides a list of what materials are considered appropriate or inappropriate for the project. The Building Materials Palette allows for the use of wood board-and-batten siding, wood shingle roof, and corrugated metal roof for accessory structures.

The proposed Blacksmith Forge Annex (approx. 420 square-feet) is intended to be similar to the colors and materials of the Ashland Station building, including the use of a corrugated metal roof, and stained cedar board-and-batten wood siding. The structure also includes a vented cupola, painted black to match the hardware of the existing blacksmith workshop adjacent to the proposed new annex. The corrugated metal roof is proposed to match Ashland Station; however, the corrugated roof at Ashland Station is not original, as the structure was originally shingled. After discussions with the applicant, the applicant has agreed to use a wooden shingle roof instead, which is reflected as a requirement in Condition 9f.

Based on staff's review of the project, as conditioned, the proposed Blacksmith Forge Annex has been determined to be consistent with the Building Materials Palette of the DDGs, and with the pre-1900s design concept for the Sutter Street Subarea due to being similar to the original Ashland Station structure (c. early 1860s) in design.

#### Ashland Station Rehabilitation

The Historic Commercial Design Criteria of Appendix D of the DDGs state that for restorations, restoration work shall not destroy distinguishing qualities or character of the structure and its environment. Furthermore, deteriorated architectural features shall be repaired rather than replaced wherever possible, and in the event that replacement is necessary, the new material shall match in composition, design, color, texture, and other visual qualities. The criteria also states that replacement of missing architectural features should be based on accurate duplications of original features, substantiated by physical or pictorial evidence. These guidelines align with the rehabilitation standards of the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

The project proposes to restore the structure to a more original appearance while making some modifications to address egress requirements. This includes the removal of non-original elements (a door and cover), repairing and reusing the original existing wooden cargo door, modifying the cargo door from a hinged (i.e., swing) to a slide operation for egress as required by the Building Code, constructing a deck for access, and constructing French doors behind the cargo doors. Furthermore, damaged portions of the existing cargo door is proposed to be repaired with in-kind, historically compatible materials to address existing rot and termite damage. The non-original entrance will also be closed using historically compatible materials.

The existing entrance door and cover on the corner of the west elevation of the structure, shown in Attachment 9, was installed in 2021 and is not original to the structure itself, as shown in historic photos of the structure provided in Attachment 8. Based on the same historic photo evidence, the large wooden cargo door in the center of the west elevation has been confirmed as an original entrance to the structure. The project would be restoring the structure to a more original appearance.

Based on staff's review of the scope of work, staff consider the restoration and repair work consistent with the Historic Commercial Design Criteria of the DDGs, and has determined that the project will not destroy distinguishing qualities or the character of the structure or its environment. A more detailed analysis is provided in the subsequent section below in review of the project's compliance with the standards for rehabilitation under the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

#### **Secretary of the Interior's Standards for the Treatment of Historic Properties – Rehabilitation Standards**

"Rehabilitation" is among one of the four treatments outlined in the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (SOI Standards), and is defined as the "act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions of features which convey

its historical, cultural, or architectural values.” Of the four treatments, rehabilitation allows for alterations and construction of new additions to an existing structure, if necessary for the continued or new use of a historic building, as long as the features essential to the building’s historic character are retained. There are ten standards for rehabilitation, which are listed in the table below:

Secretary of Interior’s Standards for the Treatment of Historic Properties	
#	Rehabilitation Standards
1.	A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2.	The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3.	Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4.	Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5.	Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6.	Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7.	Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8.	Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9.	New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10.	New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

In identifying the defining features that contribute to the historic character of Ashland Station, staff have reviewed the *2012 Annual Report* by the State Historical Resources Commission which reviewed the nomination of Ashland Station (referred to as Ashland Depot) for listing as a historic resource. The report highlighted Ashland Station as an example of 1860s vernacular railroad architecture that includes post and beam framing, board and batten siding, double-hung wooden sash windows, and large wooden cargo doors. Vernacular architecture is marked by the use of locally available materials and traditional methods of construction. Typically, vernacular styles have regional variation depending on the skills and materials of the locality, and can be minimally decorated or of a simple design. The features noted previously are the defining features of this particular structure’s vernacular style.

The applicant has provided a Project Narrative in Attachment 5 detailing compliance with the SOI Standards for Rehabilitation, and staff have provided Condition 9c requiring that the project adhere to the most recent version of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* for Rehabilitation. Furthermore, Condition 11 requires the applicant to submit a professional report documenting the existing conditions of Ashland Station, identifying the specific components proposed for repair and the proposed treatment methods in order to verify compliance with the SOI Standards prior to commencement of the rehabilitation work. Although not anticipated to be necessary, Condition 12 allows the City to retain the services of a Historic Preservation monitor, should it be deemed necessary, to ensure that the rehabilitation work adheres to the SOI Standards.

Staff's own assessment of the project's compliance is noted in the subsequent sections of this report.

#### Protection, Maintenance, and Repair of Historic Materials and Features

The SOI Standards generally seek the least degree of intervention possible, which prioritizes protection and maintenance of defining historic features whenever feasible. If it is not feasible due to extensive deterioration of the material, repair is allowed that includes the limited replacement with in-kind or historically compatible substitute material.

Based on the project narrative, the project proposes to reuse the existing wooden cargo door to the extent feasible, making repairs as needed to sections damaged by rot and termite damage. Repairs are proposed to be performed using in-kind, historically compatible wood material. Furthermore, removal of the non-original entrance door will also utilize historically compatible wood material to close the opening.

Staff have added Condition 9d to ensure that the project adheres to the proposed repair work consistent with the SOI Standards, requiring that replacement be limited to only damaged components, and that the work use in-kind or historically compatible materials that match existing materials in composition, design, color, texture, and other visual qualities.

#### Alterations and Code-Required Work (Accessibility and Life Safety)

The SOI Standards for Rehabilitation allow for some exterior and interior alterations which are needed as part of the building's continued use, including to meet accessibility and life-safety requirements. Alterations should not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes. New additions should also be constructed in such a manner that they can be removed in the future without impairing the integrity of the historic property.

The project proposes to add a new deck in front of Ashland Station to allow for access through the restored cargo door, and a new French door entrance behind the cargo door. Additionally, the existing cargo doors, which have a hinged (i.e., swing) operation are proposed to be altered to a slide operation for purposes of meeting egress requirements.

The deck and the French doors are proposed to be constructed so as to allow for their removal, with the deck proposed to be a freestanding structure with no physical

connection to the Ashland Station building. Both additions are intended to be visually subordinate to the building, with the French doors being screened behind the original repaired cargo doors and the deck being constructed so as to be clearly identifiable as contemporary work in order to not create a false sense of the structure's history. The modification of the cargo doors from a hinged to a slide operation is necessary to meet egress requirements under the California Building Code, and will not drastically alter the visual appearance of the structure due to reusing the existing cargo doors.

### Conclusion

Overall, staff have determined that the project is consistent with the standards for rehabilitation outlined in the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, and have placed conditions to ensure adherence to these standards and best practices.

### **Use and Maintenance, and Related Projects**

The Square (also known as Pioneer Village) is currently owned by the City of Folsom, but operated by the Folsom Historical Society. In order to construct an additional structure on City property and make modifications to Ashland Station, the Folsom Historical Society will need to either modify their agreement with the City or enter into a new agreement with the City prior to construction for use and maintenance of the property. Staff have provided Condition 10 reflecting this requirement. Additionally, Condition 13 has been provided specifying that the applicant is responsible for all costs associated with this project for construction and rehabilitation.

### **Environmental Review**

The project is categorically exempt from environmental review under CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures) for the construction of the proposed Blacksmith Forge Annex, and Section 15331 (Historical Resource Restoration/Rehabilitation) for the rehabilitation of Ashland Station. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption in this case.

As a part of the analysis for this project, staff closely reviewed CEQA Guidelines Section 15300.2(f), which states that categorical exemptions shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. As relevant to this project, CEQA Guidelines Section 15064.5 includes resources determined by the State Historical Resources Commission to be eligible for listing in the California Register of Historical Resources as a historic resource.

In order for the Ashland Station rehabilitation work to be considered exempt under Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines, the work would need to be performed in a manner consistent with *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Staff have reviewed the project against the standards for rehabilitation in the previous sections of this report, and have placed requirements for adherence to the rehabilitation standards. As such, staff have determined that the Ashland Station rehabilitation work will be performed in accordance

with *Secretary of the Interior's Standards for the Treatment of Historic Properties* and thus qualifies for exemption under Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines.

### **Public Comments**

The Heritage Preservation League (HPL) prepared a comments letter, provided in Attachment 10, which provided feedback on the project. After preparation of the letter, HPL met with the applicant to discuss the project to address any questions or concerns. The applicant provided responses to the HPL comments letter, which are provided in Attachment 11. After meeting with the applicant, HPL has stated in an email that they are “satisfied that all aspects of the proposed project will enhance the interpretive area of Folsom’s Railroad Block and that the rehabilitation of Ashland Station can be completed in compliance with the Secretary of the Interiors Standards”.

### **Recommendation**

Staff recommends approval of the proposed project, subject to the attached conditions of approval.

### **Historic District Commission Action**

Move to recommend approval of an application (DRCL25-00235) for design review for a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool Street, based on the (Findings A-H), and subject to the conditions of approval attached to this report (Conditions 1-14).

### **GENERAL FINDINGS**

- A. NOTICE OF PUBLIC MEETING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE ZONING CODE OF THE CITY.

### **CEQA FINDINGS**

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) AND 15331 (HISTORICAL RESOURCE RESTORATION/REHABILITATION) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.
- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.
- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.
- F. THE PROPOSED PROJECT WILL NOT CAUSE A SUBSTANTIAL ADVERSE

CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE.

**DESIGN REVIEW FINDINGS**

- G. THE BUILDING MATERIALS, TEXTURES AND COLORS USED IN THE PROPOSED PROJECT ARE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND ARE CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.
- H. THE PROPOSED PROJECT IS IN CONFORMANCE WITH THE HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES ADOPTED BY THE CITY COUNCIL.

## **Attachment 3**

# **Proposed Conditions of Approval**



<b>CONDITIONS OF APPROVAL FOR  THE SQUARE (PIONEER VILLAGE) REHABILITATION PROJECT (DRCL25-00235)</b>				
<b>Cond. No.</b>	<b>Mitigation Measure</b>	<b>GENERAL REQUIREMENTS</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below, as modified by these conditions of approval:</p> <ul style="list-style-type: none"> <li>• Project Narrative (Attachment 5)</li> <li>• Plan Set (Attachment 6)</li> <li>• Color and Materials Board (Attachment 7)</li> </ul> <p>This project approval is for The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235) which includes the construction of a 420 square-foot new Blacksmith Forge Annex building and exterior modifications to Ashland Station, an eligible historic resource, at 115 Wool St. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	B	CD (P)(E)
2.		<p>Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	B	CD (P)(E)(B)
3.		<p>The project approval granted under this staff report shall remain in effect for two years from final date of approval (<b>Expires February 10, 2028</b>). Failure to obtain the relevant building or other permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval. The owner/applicant may file an application with the Community Development Department for an extension not less than 60 days prior to the expiration date of the approval, along with appropriate fees and necessary submittal materials pursuant to Section 17.52.350 of the <u>Folsom Municipal Code</u>. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, entitlement, demolition permit, sign permit or other construction permit required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the project contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the one year period for submitting a complete permit application referenced in <u>FMC</u> section 17.52.350(A) shall be tolled during the time that any litigation is pending, including any appeals.</p>	B	CD (P)

4.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith.</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD(P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD(E)
7.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD(P)(E)
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans, or beginning inspection, whichever is applicable.	B	CD(P)(E)

**ARCHITECTURE DESIGN REQUIREMENTS**

9.		<p>The project shall comply with the following architecture and design requirements:</p> <ul style="list-style-type: none"><li>a) The design, materials, and colors of the proposed The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235) shall be consistent with Attachments 5, 6, and 7 to the satisfaction of the Community Development Department.</li><li>b) Building Permits shall be required.</li><li>c) The project shall adhere to the standards, guidelines, and recommendations of the most recent version of the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i> for Rehabilitation.</li><li>d) Repairs to the Ashland Station building shall, whenever feasible, maintain and reuse the existing wood material. Repairs may include limited replacement, which shall be limited to only damaged components; new materials shall be in-kind and/or historically compatible that match the existing materials in terms of composition, design, color, texture, and other visual qualities. Repairs shall be performed using recognized conservation methods.</li><li>e) The proposed deck for Ashland Station shall be freestanding with no physical connection to the Ashland Station building. The footings for the deck support posts shall be designed so that there are minimal impacts to the existing footings/foundation of Ashland Station, to the satisfaction of the Community Development Department.</li><li>f) The roof of the Blacksmith Forge Annex shall be wood shingles, to the satisfaction of the Community Development Department.</li></ul> <p>All Conditions of Approval as outlined herein shall be made as a note or separate sheet on the Construction Drawings.</p>	OG	CD (P)
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10.		Issuance of the Certificate of Occupancy is contingent upon the Folsom Historical Society entering into a new agreement with the City or an amendment to the existing Memorandum of Understanding, in a form acceptable to the City Attorney, for operation and maintenance of The Square (also known as Pioneer Village).	O	CD (P), PR
11.		A professional report shall be prepared by the applicant that details the current conditions of Ashland Station, specifies what components are proposed to be repaired, and details the proposed repair treatment in accordance with <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i> for Rehabilitation. This report shall be provided to the Community Development Department for review and approval prior to the issuance of the first building permit for all work related to Ashland Station.	B	CD(P)
12.		If the Community Development Department determines that an experienced historic preservation construction monitor is necessary to ensure the rehabilitation and restoration work for the Ashland Station complies with the Rehabilitation Standards in the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i> , the City shall retain the services of such a monitor at the applicant's expense.	DC	CD(P)
13.		The applicant shall be responsible for all costs associated with this project for construction and rehabilitation.	DC	CD(P)
<b>NOISE REQUIREMENT</b>				
14.		Compliance with the City of Folsom Noise Control Ordinance, General Plan Safety & Noise Element and Standard Construction Specifications and Details Section 7.23 is required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Request to work during days and times not permitted under these regulations may only occur with written permission from the City of Folsom Community Development Director or duly authorized deputy.	I, B	CD (P)(E)

Historic District Commission  
The Square (Pioneer Village) Rehabilitation Project (DRCL25-00235)  
February 4, 2026

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RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

## **Attachment 4**

### **Vicinity Map**







## **Attachment 5 Project Narrative**



## **Ashland Station Project Narrative**

### Overview

This report explains the proposed alterations to the existing building known as Ashland Station, located at 196 Wool Street, and its compliance with the Secretary of the Interior's Standards for the treatment of Historic Properties (SOI Standards) under Rehabilitation. Because the project follows these Standards, it is consistent with California Environmental Quality Act (CEQA) Guidelines, which allow a project in conformance with the SOI Standards to be presumed to have a less-than-significant impact on historical resources. Accordingly, the project qualifies for a Class 31 categorical exemption under CEQA.

### Existing Conditions

The building is a single-story, wood-frame structure with barn-style design elements. It is located within *The Square*, an outdoor interpretive area situated in Folsom's historic railroad block. The building appears on the City of Folsom's preliminary inventory of potentially eligible historic resources; however, no formal designation has been adopted to date.

### Proposed Project Summary

The project involves the rehabilitation of Ashland Station while addressing life-safety and functional requirements. The existing barn doors will be repaired using like-kind, historically compatible materials, addressing minor rot and termite damage through in-place preservation treatments. To meet egress requirements, the barn doors will be converted to a sliding operation; this change will retain the doors' original outward appearance and will not be perceptible from the exterior. A non-original door installed in 2021 will be removed, and the opening will be restored using historically compatible materials to maintain the building's character. All interventions are designed to protect the building's defining features while accommodating functional and code requirements.

Three panel true divided lite Fr. doors will be installed behind the barn doors. This addition is designed to be fully reversible, visually subordinate to the historic form, and screened from primary public views, ensuring minimal impact on the building's historic integrity. A 13' x 10' deck or dock will also be added, carefully designed to be reversible and visually subordinate,

preserving the original character of the structure. Photographic documentation and other historical evidence have guided the design of all interventions to ensure that character-defining features are preserved and that all new work is compatible with the historic building.

#### *SOI Standards for Rehabilitation Compliance*

Since the 1970s, Ashland Station has functioned as an interpretive site. The proposed rehabilitation enhances this use by accommodating improved access and functionality while ensuring that the building's distinctive materials, features, spaces, and spatial relationships are minimally altered. Required interventions, including the new door, balcony, and stairs, are designed to be reversible and visually subordinate, maintaining compatibility with the historic form.

The building's distinctive materials, features, and spatial relationships will be retained. No defining characteristics will be removed or obscured. Interventions for code compliance, such as the new door, balcony, and stairs, are designed to have minimal visual impact while preserving the building's historic character. No elements will be altered to create a false sense of history. Modern interventions will be clearly distinguishable from the historic fabric and easily removable, ensuring the physical record of the building's evolution remains legible. Non-original features with no historic value, such as the 2021 door, will be removed. Earlier historic fabric will be repaired or replaced in-kind using materials that are compatible with the original, while modern additions will be identifiable as contemporary work.

Character-defining features, including the barn doors, siding, trim, and other exterior materials, will be repaired rather than replaced whenever possible, maintaining the building's original appearance and historic integrity. Where deterioration exists (e.g., minor rot or insect damage), materials will be repaired using methods and materials that match the original in composition, texture, and appearance, preserving historic fabric whenever feasible.

No abrasive, destructive, or inappropriate treatments are proposed. All preservation work will follow recognized best practices for wood conservation and material care. No subsurface

excavation is proposed that would affect known or suspected archaeological resources, ensuring compliance with preservation requirements.

The deck or dock addition are differentiated from the historic structure in a way that does not diminish or obscure the building's original form, scale, or primary views. They are visually subordinate, compatible, and fully reversible. All new work, including the deck or dock and Fr. doors are designed to be fully removable without damaging historic materials, ensuring that future restoration or changes can be made without compromising the building's historic integrity. Therefore, all proposed work meets the standards outlined by the SOI for Rehabilitation.

#### CEQA Compliance and Regulatory Justification

Ashland Station, located at 196 Wool Street, is being considered a historic resource at the discretion of the City of Folsom's Planning Department in accordance with §21084.1 of the Public Resources Code. It is included on the City's preliminary list of cultural resources, and it is anticipated that it will be listed on the official City of Folsom Cultural Resources Inventory in the future. Therefore, this project has been designed to treat the building as a presumptive historic resource (*Valley Advocates v. City of Fresno*, 2008).

The proposed project restores character-defining features and preserves the building's historic integrity in accordance with the Secretary of the Interior's Standards for Rehabilitation (SOI Standards). The work avoids substantial alteration of character-defining features and is therefore consistent with CEQA Guidelines §15064.5(c), which generally considers a project conforming to the SOI Standards to have a less-than-significant impact on historical resources. Conformance also supports a presumption of less-than-significant impact under §15064.5(b)(3). Photographic documentation and historical evidence have been used to guide restoration decisions, demonstrating that the proposed work preserves the building's defining features and historic integrity.

Although historic resources are generally not categorically exempt under §15300.2(c), this project qualifies for a Class 31 categorical exemption under CEQA §15331 because it involves the restoration and preservation of an existing historic structure, with alterations limited to repair

and maintenance that maintain the building's original character. All work is fully reversible, visually subordinate, and supported by documentation, ensuring that the project meets the exemption criteria.

### Conclusion

The proposed project complies with all applicable Secretary of the Interior's Standards for Rehabilitation. It has been carefully designed to preserve the existing building's architectural integrity, guided by photographic and historical documentation, and any new features are visually and physically reversible. The project will not materially impair any historic characteristics and is consistent with CEQA Guidelines as a preservation-sensitive rehabilitation project. Therefore, the project should be given a Class 31 categorical exemption under CEQA.

Mr. Nathan Stroud  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

RE: Ashland Station

Nathan,

Please find below the questions and answers to your questions regarding the proposed French doors at Ashland Station.

**1. Proposed New Blacksmith Forge Annex**

*The corrugated metal roof on Ashland Station is not original to the structure and originally use to be shingles. The proposed Blacksmith Forge Annex is proposed to utilize a corrugated metal roof to match the non-original roof of Ashland Station.*

Folsom History will agree to use fire retardant wood shingles rather than the proposed metal roof.

**2. Ashland Station Rehabilitation-Revised Project Narrative**

Please see answers to questions in 4. below.

**3. Ashland Station Rehabilitation-SOI Standards of Compliance**

Folsom History will prepare a report that details the current conditions of Ashland Station, specifies what components are proposed to be repaired and details the proposed repair treatment in accordance with Secretary of the Interior Standards for the treatment of historic properties for rehabilitation. This report shall be provided to the Community Development Department for review and approval prior to the issuance of the first building permit for all work related to Ashland Station.

If the Community Development Department determines a construction monitor is necessary, Folsom History will provide a monitor with the knowledge of the Secretary of the Interior Standards for the treatment of historic properties.

**4. Ashland Station Rehabilitation-Proposed French Doors**

- 1. Would you be able to explain more about why the construction of the French door is necessary instead of utilizing the existing hinged barn doors?*

The existing barn doors would need to be substantially strengthened and modified to support frequent use and the installation of the necessary hardware to meet egress requirements. Simply hanging the doors on barn door hardware and sliding them out of the way would better preserve the existing barn doors.

The French door 3-panel unit would simply be screwed into the existing opening with no need for additional modification and the unit would be designed to accommodate hardware to meet egress requirements. To return to the original configuration, the French door unit could simply be unscrewed from the opening and the sliding barn door hardware changed back to the original hinges.

2. *Would you explain more about the fall hazards, weather and road noise issues that necessitate the doors?*

Currently, without the proposed deck, the barn doors open out, and visitors could fall to the ground. With the proposed deck, since the barn doors are solid offering no visibility and swing out, the barn doors could hit and potentially injure visitors standing on the deck when opened.

Since the barn door opening is large and faces southwest, the weather, road noise and noise from events in the plaza and amphitheater can impact programs held inside Ashland Station. Since only the center French door is active in the 3-panel unit, the weather and noise impacts are cut by 2/3<sup>rd</sup>s. The French door unit is weather tight and sealed unlike the existing barn doors.

The outswing barn doors also limit the usability of a large portion of the proposed deck.

3. *Why were alternative options infeasible?*

While the current installation of the single door with panic hardware is a viable option to address required egress, sound and weather impacts, it added a new opening requiring modification to the wall and detracts from the historical integrity of Ashland Station. Removing the single door and modifications will return access to the original opening, preserve the existing doors and still offer the required egress while limiting the weather and noise impacts to programs in Ashland Station.

Using the historical opening and simply screwing a 3-panel French door specifically built to fit into the existing opening, provides the lightest touch to address the weather, noise and required egress requirements. In addition, from the exterior, the look of the barn doors is the same when shut, they do not have to be modified and their use is limited better preserving the barn doors.

4. *Any other alternatives considered require modifications to the walls and opening.*

If you have any additional questions, please don't hesitate to contact me.

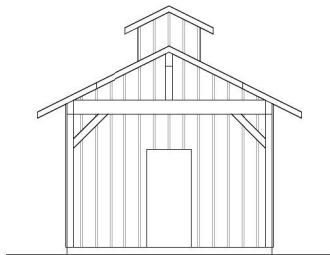
Sincerely,

Jerry Bernau, Board Member

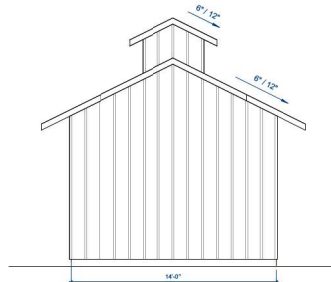
## **Attachment 6 Plan Set**



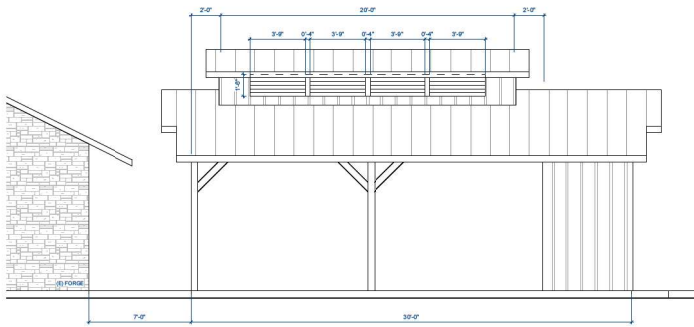




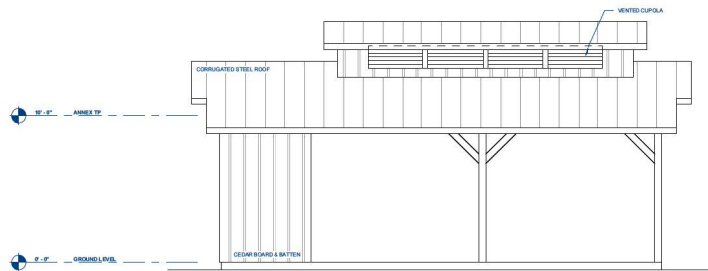
3 ANNEX - EAST ELEVATION  
1/4" = 1'-0"



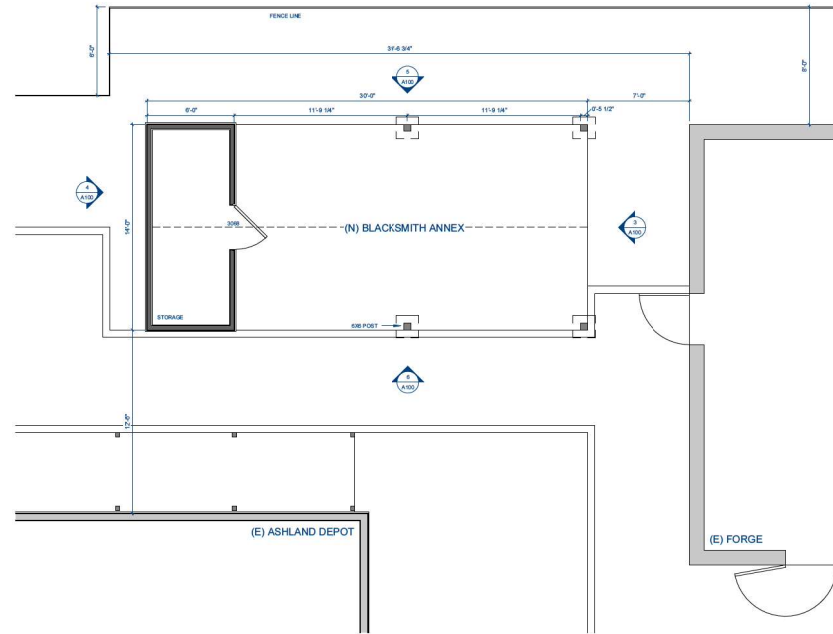
4 ANNEX - WEST ELEVATION  
1/4" = 1'-0"



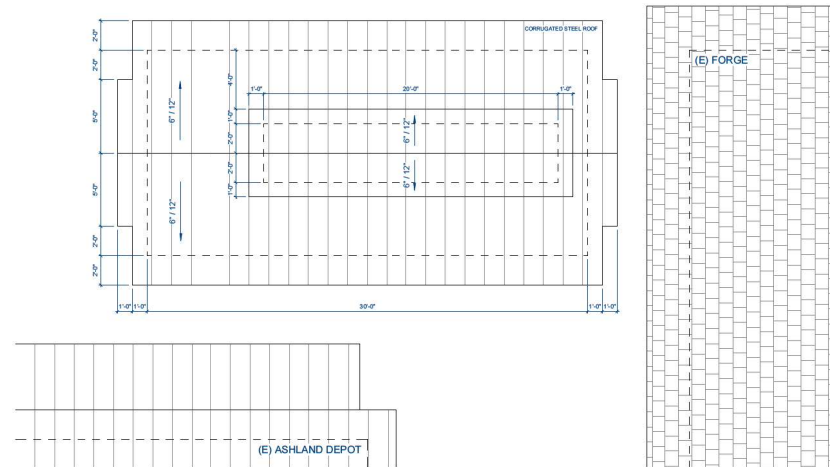
5 ANNEX - NORTH ELEVATION  
1/4" = 1'-0"



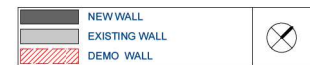
6 ANNEX - SOUTH ELEVATION  
1/4" = 1'-0"



1 ANNEX PLAN  
1/4" = 1'-0"



2 ANNEX ROOF PLAN  
1/4" = 1'-0"





**FOLSOM  
HISTORY  
THE SQUARE**



**ANTHONY MULL  
ARCHITECTS**

JOB #  
013

DATE  
01/01/2020

CLIENT  
THE SQUARE

PROJECT ADDRESS  
196 WOOL ST  
FOLSOM, CA 95630

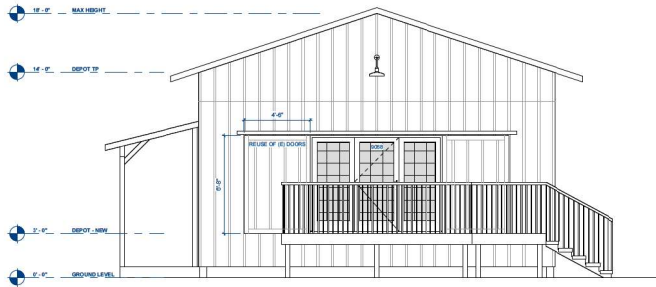
PROJECT NAME  
THE SQUARE

REVISIONS	DATE	DESCRIPTION
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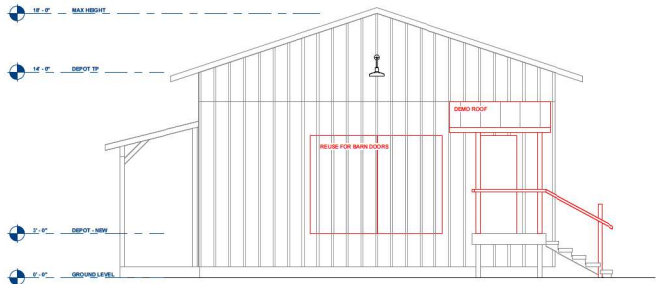
PHASE  
SCHEMATIC DESIGN

SHEET NAME  
BLACKSMITH ANNEX  
PLANS

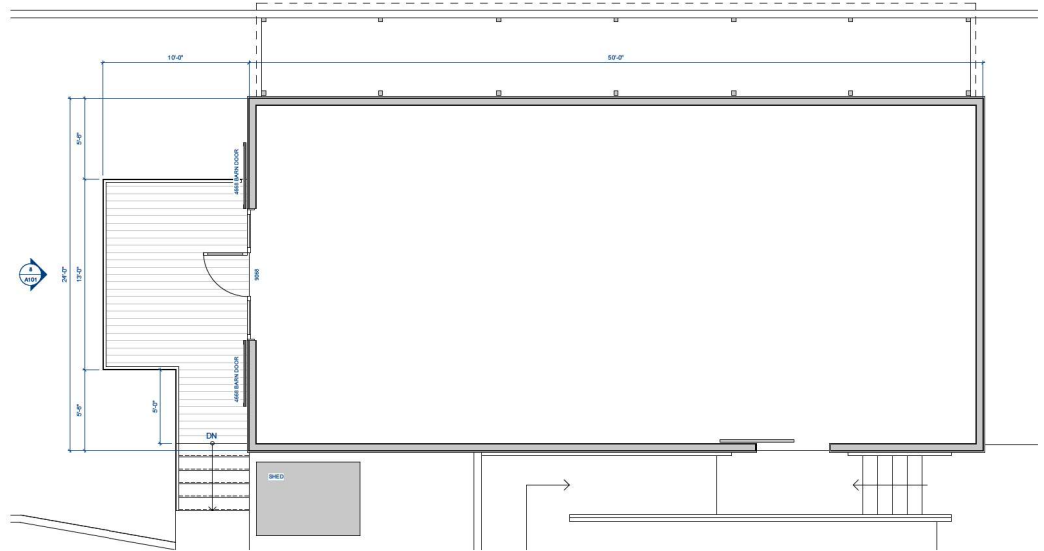
SHEET NUMBER  
A100



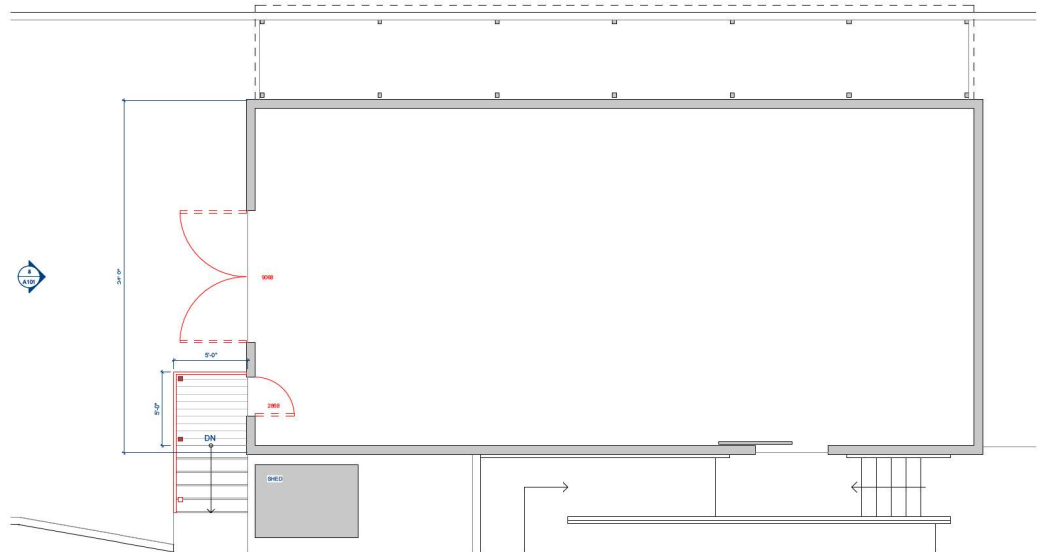
3 ASHLAND - NEW ELEVATION  
1/4" = 1'-0"



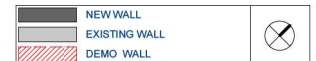
4 ASHLAND - EXISTING / DEMO ELEVATION  
1/4" = 1'-0"



1 ASHLAND - NEW  
1/4" = 1'-0"



2 ASHLAND - EXISTING / DEMO  
1/4" = 1'-0"



## **Attachment 7**

### **Color and Materials Board**

196 Wool Street  
The Square, Ashland Station, The Blacksmith Annex  
Color Board

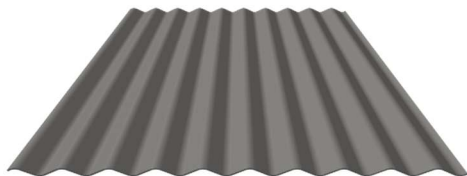
**French Doors** - Simpson 77512  
Nantucket  $\frac{3}{4}$  Lite



**Stain-** CUTEK® Colortones in  
“Ashwood” double strength to match  
existing aged wood



**Roof-** Corrugated metal to match  
existing roof



## **Attachment 8**

### **Historic Photos**



Eugene Hepting 1939











## **Attachment 9**

### **Site Photos**



Ashland Station West elevation





## Blacksmith Annex Location



## **Attachment 10**

### **HPL Comment 11/4/25**



## HERITAGE PRESERVATION LEAGUE OF FOLSOM

### PROJECT APPLICATION REVIEW

November 4, 2025

**PROJECT SITE:** The Square on Folsom's Historic Railroad Block in the Sutter Street Subarea Including: Ashland Station at 815 Leidesdorff Street and the Blacksmith Shop at 196 Wool Street.

**REQUEST:** Design Review of Building Modifications, Building Additions and Repairs

**PROJECT HISTORY:** Application Circulated by the City on October 23, 2025  
Feedback requested by November 12, 2025

### PROJECT SITE

The Square is an interpretive area at the northeast corner of Folsom's Historic Railroad Block. In 1856 this site became the end-station of California's first railroad between Sacramento and Folsom. The Railroad Block is listed as California Historical Landmark No. 558 under the title: 'Terminal of Californias First Passenger Railroad'.

### ASHLAND STATION

#### History

Historic records support the local belief that Ashland Station was built by Sacramento, Placer and Nevada Railroad in 1862. The building is known as the oldest railroad building in California and the only remaining building associated with Sacramento Valley Railroad. The structure was relocated from a site across the American River to Folsom's Historic Railroad Block in 1973.

#### Environmental Statement

The applicant has requested an exemption from environmental review based on Section 15331 of the CEQA Guidelines (Historical Resource Restoration/Rehabilitation). This exemption applies when all the repairs are completed in consistency with the Secretary of the Interiors Standards.

#### Foundation and Framing

A unique part of Ashland Station is the heavy timber frame, assembled without hardware. The building has a large perimeter beam with mortice and tenon joints. Vertical posts raise the lower beam 2-2.5 feet above grade. The application does not provide any information about the current condition of the foundation or framing.

A new 10'x 13' raised deck has been proposed along the west façade of Ashland Station. While the building elevations show that posts will be installed to support the perimeter of the new deck, it is not clear if new posts will also be installed along the foundation of Ashland Station. As an option, the applicant may intend to rest the deck on a new header that is attached directly to the historic structure.

Any excavation close to the existing foundation posts could be a concern. Attaching a header board and applying weight to the old railroad structure may also compromise the existing foundation and building frame. Before the deck design is finalized, Ashland Station should therefore be inspected by an engineer or architect with a structural background.

#### Proposed Building Alterations

Several changes are proposed along the west façade of Ashland Station. In addition to the deck addition, the existing large barn doors are proposed to be re-hung along an exterior overhead rail. The applicant is also proposing to install a three-paneled French door along the inside of the existing opening. Since the existing structure does not have insulation, heating or air-conditioning, the purpose of an extra door is not clear. The proposed new door with mostly glass, also does not seem compatible with the rustic railroad building.

#### Previous Building Alterations

Prior to 2010, a narrow, covered storage area was installed against a portion of the north elevation of Ashland Station. By 2015 the storage area was expanded to the full length of the building, and the roof cover was raised up to allow for a seating area. As a result, it may be difficult to access the doors along the north side of the building (including two 6-foot-wide sliding doors and a 3-foot-wide man door). In addition, most of the north building facade is no longer visible from Leidesdorff Street.

In 2021, a new entrance door with a small porch cover was installed along the west elevation. This addition was not consistent with the early railroad design, and the applicant is now proposing to remove these additions. A small deck area that also was installed in 2021 will be preserved and used to access the proposed new deck.

#### Maintenance

The applicant is proposing to replace some of the visibly deteriorated exterior materials (including siding and trim boards). However, the application package does not include any information regarding potential structural damage.

#### Project Site

A small shed has been located close to the southwest corner of the train depot. This storage building does not complement the historic design and building materials used for Ashland Station, and it also provides a minimal separation from the old railroad building.

#### General Statement:

The applicant is the City's selected developer of the railroad block. Bernau Development Corporation has also been responsible for the restoration of Folsom's historic passenger depot. HPL is therefore confident that the restoration of Ashland Depot will be completed as specified by the Secretary of the Interiors. However, based on the age and history of the railroad building, HPL recommends that the overall structure should be inspected for damage before the repairs are approved. In addition, HPL

recommends that the applicant should be required to document the repair work and submit a follow-up report to Folsom History (the property owner) and the City.

HPL supports the applicants intent to maintain Ashland Station and to keep the building available for public use. However, HPL would like more information about how the proposed French door may improve the future use of Ashland Station. As an option, the existing doors could be hung along the interior of the building (similar to the four existing cargo doors). This would provide a wide opening towards the deck area and expand the use of the building without introducing a new door that is less compatible with the railroad depot.

Project Recommendations:

1. Add the following information to the submittal package:
  - a) A project narrative, that describes the future plans for Ashland Station.
  - b) A professional report that analyzes the current condition of Ashland Station specifies what repairs are needed and describes the least invasive way to support the new deck.
  - c) Details of the deck, deck railing and a three-panel door. (The selected door should have a more commercial design).
2. The applicant or an independent monitor should be responsible for the supervision of the project and the preparation of a follow-up report that is submitted to Folsom History (the property owner) and the City.

Proposed Future Goals:

- Remove the covered deck area that obstructs the north façade of Ashland Station (and access to three existing doors).
- Relocate the small shed (with T-111 siding) that is located close to the southwest corner of Ashland Station.

**THE BLACKSMITH SHOP**

Folsom's Blacksmith Forge is located at the northeast corner of Leidesdorff Street and Wool Street. It is a replica of the railroad shop that at one time was used by Sacramento Valley Railroad.

The applicant is proposing to install an open structure with a small, enclosed storage space close to the west side of the existing building. A project narrative has not been provided, but it appears that the blacksmith annex will replace the existing public seating area close to the Wool Street entrance to The Square.

Regarding the proposed façade materials, HPL recommends that the applicant should select a roof material with the profile of early metal roofs (non-corrugated sheet metal with flat or standing seams).

Project Recommendation:

Add the following information to the submittal package:

- a) A project narrative, that describes the future plans for the Blacksmith Shop and Annex.
- b) Details of the proposed exterior materials, including roofing, roof vents, a door and potentially paint colors. (Select a roof material that is compatible with materials used between 1850 and 1950.)



## **Attachment 11**

### **Applicant Response to HPL Comments**

## HERITAGE PRESERVATION LEAGUE OF FOLSOM

### PROJECT APPLICATION REVIEW

November 4, 2025

**PROJECT SITE:** The Square on Folsom's Historic Railroad Block in the Sutter Street Subarea Including: Ashland Station at 815 Leidesdorff Street and the Blacksmith Shop at 196 Wool Street.

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### ASHLAND STATION

#### History

Historic records support the local belief that Ashland Station was built by Sacramento, Placer and Nevada Railroad in 1862. The building is known as the oldest railroad building in California and the only remaining building associated with Sacramento Valley Railroad. The structure was relocated from a site across the American River to Folsom's Historic Railroad Block in 1973.

#### Environmental Statement

The applicant has requested an exemption from environmental review based on Section 15331 of the CEQA Guidelines (Historical Resource Restoration/Rehabilitation). This exemption applies when all the repairs are completed in consistency with the Secretary of the Interiors Standards.

#### Foundation and Framing

A unique part of Ashland Station is the heavy timber frame, assembled without hardware. The building has a large perimeter beam with mortice and tenon joints. Vertical posts raise the lower beam 2-2.5 feet above grade. The application does not provide any information about the current condition of the foundation or framing.

A new 10'x 13' raised deck has been proposed along the west façade of Ashland Station. While the building elevations show that posts will be installed to support the perimeter of the new deck, it is not clear if new posts will also be installed along the foundation of Ashland Station. As an option, the applicant may intend to rest the deck on a new header that is attached directly to the historic structure.

*The deck will be built free standing without any connection to the existing structure. The footing for the deck support posts will be placed so there is no surcharge impacting the existing footings/foundation of Ashland Station. As part of the building plans to be submitted, structural engineering will confirm this.*

Any excavation close to the existing foundation posts could be a concern.

*The deck footings are relatively shallow and will be spaced away from the existing structure's footings/foundation to eliminate any potential undermining. As part of the building plans to be submitted, structural engineering will confirm that.*

Attaching a header board and applying weight to the old railroad structure may also compromise the existing foundation and building frame. Before the deck design is finalized, Ashland Station should therefore be inspected by an engineer or architect with a structural background.

*The deck will not impact the structure of the existing structure in any way. The sliding barn door hardware may require backing for attachment. The structural engineer will review this too. The true divided light F. doors will be sized for the existing door opening under the existing header.*

#### Proposed Building Alterations

Several changes are proposed along the west façade of Ashland Station. In addition to the deck addition, the existing large barn doors are proposed to be re-hung along an exterior overhead rail. The applicant is also proposing to install a three-paneled French door along the inside of the existing opening. Since the existing structure does not have insulation, heating or air-conditioning, the purpose of an extra door is not clear. The proposed new door with mostly glass, also does not seem compatible with the rustic railroad building.

*For fire, life and safety, a second exit is required for egress. In 2021, that is why the door was added to the west elevation. The existing barn doors do not meet code for egress. The new Fr. doors in the existing door opening will meet this egress requirement without a new penetration in the west elevation. When the barn doors are closed, the Fr. doors will be covered from the exterior elevation. The new specified true divided light Fr. doors are consistent with the style of Fr. doors in other railroad depots built in the mid-1800s.*

#### Previous Building Alterations

Prior to 2010, a narrow, covered storage area was installed against a portion of the north elevation of Ashland Station. By 2015 the storage area was expanded to the full length of the building, and the roof cover was raised up to allow for a seating area. As a result, it may be difficult to access the doors along the north side of the building (including two 6-foot-wide sliding doors and a 3-foot-wide man door). In addition, most of the north building facade is no longer visible from Leidesdorff Street.

In 2021, a new entrance door with a small porch cover was installed along the west elevation. This addition was not consistent with the early railroad design, and the applicant is now proposing to remove

these additions. A small deck area that also was installed in 2021 will be preserved and used to access the proposed new deck.

#### Maintenance

The applicant is proposing to replace some of the visibly deteriorated exterior materials (including siding and trim boards). However, the application package does not include any information regarding potential structural damage.

#### Project Site

A small shed has been located close to the southwest corner of the train depot. This storage building does not complement the historic design and building materials used for Ashland Station, and it also provides a minimal separation from the old railroad building.

*The application does not address the existing storage building.*

#### General Statement:

The applicant is the City's selected developer of the railroad block. Bernau Development Corporation has also been responsible for the restoration of Folsom's historic passenger depot. HPL is therefore confident that the restoration of Ashland Depot will be completed as specified by the Secretary of the Interiors. However, based on the age and history of the railroad building, HPL recommends that the overall structure should be inspected for damage before the repairs are approved. In addition, HPL recommends that the applicant should be required to document the repair work and submit a follow-up report to Folsom History (the property owner) and the City.

*All work will be documented and provided as recommended.*

HPL supports the applicants intent to maintain Ashland Station and to keep the building available for public use. However, HPL would like more information about how the proposed French door may improve the future use of Ashland Station. As an option, the existing doors could be hung along the interior of the building (similar to the four existing cargo doors). This would provide a wide opening towards the deck area and expand the use of the building without introducing a new door that is less compatible with the railroad depot.

*Instead of swinging hinge hardware, the existing barn doors will be mounted to sliding barn door hardware on the outside of the building. This will allow code compliant Fr. doors to be mounted in the existing opening. When Ashland Station is in use, the existing barn doors cannot currently be left open for egress or light because of fall hazards, weather and road noise.*

#### Project Recommendations:

1. Add the following information to the submittal package:
  - a) A project narrative, that describes the future plans for Ashland Station.

*At this time, the application is for the blacksmith annex and the removal of the existing door and shed roof that was added in 2021. The deck and Fr. doors simply replace this egress requirement while maintaining the historical integrity of the freight building.*

- b) A professional report that analyzes the current condition of Ashland Station specifies what repairs are needed and describes the least invasive way to support the new deck.

*This deck will not impact the existing structure. Historically, it is very common that a freight dock and/or ramp were used to access the raised floor of a railroad freight depot.*

- c) Details of the deck, deck railing and a three-panel door. (The selected door should have a more commercial design).

*The Fr. doors are of the same design as similar depots of the mid-1800s and are sourced from the same manufacturer that supplied the new Fr. doors in the SP depot, next door. The railing and balusters shown are simple square wood balusters as would have been installed in the 1800's.*

2. The applicant or an independent monitor should be responsible for the supervision of the project and the preparation of a follow-up report that is submitted to Folsom History (the property owner) and the City.

*Since 1994, the applicant is a licensed California General Contractor located in Folsom with significant design and construction experience in Folsom's historic District including the SP depot at 200 Wool Street, 807/809 Sutter Street, 823 Sutter Street, 824 Sutter Street, 905-915 Sutter Street, 921 Sutter Street, 507, 509, & 511 Figueroa Street, 509 Wool Street, 610 Mormon Street, 909 Mormon Street and the relocation of Emma's Place to 216 Natoma Street. On behalf of Folsom Cordova Unified School District, the applicant also researched, evaluated and prepared the successful nomination of Granite Grammar School to the California Register of Historic Resources.*

Proposed Future Goals:

- Remove the covered deck area that obstructs the north façade of Ashland Station (and access to three existing doors).
- Relocate the small shed (with T-111 siding) that is located close to the southwest corner of Ashland Station.

*The existing Fr. door and shed roof that were added in 2021 will be removed.*

## THE BLACKSMITH SHOP

Folsom's Blacksmith Forge is located at the northeast corner of Leidesdorff Street and Wool Street. It is a replica of the railroad shop that at one time was used by Sacramento Valley Railroad.

The applicant is proposing to install an open structure with a small, enclosed storage space close to the west side of the existing building. A project narrative has not been provided, but it appears that the blacksmith annex will replace the existing public seating area close to the Wool Street entrance to The Square.

*The site plan shows the blacksmith annex will be built just west of the current blacksmith shop and north of the sidewalk just north of Ashland Station. This is not an existing public seating area. It is where a temporary metal frame canopy structure exists where blacksmithing currently take place.*

Regarding the proposed façade materials, HPL recommends that the applicant should select a roof material with the profile of early metal roofs (non-corrugated sheet metal with flat or standing seams).

*The metal roof will match the metal roof on Ashland Station.*

### Project Recommendation:

Add the following information to the submittal package:

- a) A project narrative, that describes the future plans for the Blacksmith Shop and Annex.

*Blacksmithing is very popular at the Square. When we have classes or are busy, the blacksmiths currently expand into this area. It will also be used for visiting blacksmiths. It will replace the temporary metal frame and attached tarps.*

- b) Details of the proposed exterior materials, including roofing, roof vents, a door and potentially paint colors. (Select a roof material that is compatible with materials used between 1850 and 1950.)

*As presented in the color board, the natural wood will be stained to match the existing blacksmith shop, and the metal roof will match Ashland Station. The metal vents and hardware will be black to match the existing blacksmith shop.*