



DEVELOPMENT STANDARDS

A. Purpose and Applicability

1. Purpose

This chapter establishes development standards for the five land use designations in the FBSP area. Development standards set the rules for the physical development of property in terms of building location (e.g., setbacks, orientation), building scale/mass (e.g., height, floor area ratio), and site development (e.g., landscape, public space, parking). These standards are generally consistent with and implement the corresponding land use designations in the City's General Plan, including those areas designated for the Downtown Planning Area and Convention Overlay Area in the General Plan, but are specific to Folsom Boulevard.

As outlined in the FBSP goals, vision, and land use framework, the City recognizes existing development patterns and respects the investment and commitment of current businesses. The City also wants to maximize opportunities for new development and redevelopment to transform the corridor into a more vibrant destination place for community services and activities, as well as for regional commerce.

In order to promote and support investment on Folsom Boulevard, minor projects (e.g., expansions to existing development and new development less than 5000 square feet in size) have more flexible or relaxed standards. Specifically, the City recognizes that smaller projects may not be able to comply with certain site planning (building location, parking lot circulation and improvements, etc.) and density requirements. Projects that are larger in scale and magnitude (e.g., new development and expansions of existing development greater than 5,000 square feet in size) have higher standards to achieve a more desirable development pattern along the corridor. Minor and major projects, as well as exempt projects, are defined in Chapter 3 (Project Review). All projects need to meet the basic development and design standards in architectural treatment, façade, signage, and basic site amenities (signage, lighting, landscaping) outlined herein, within the citywide Zoning Code (where silent in this Plan), and in the citywide Design Guidelines.

In addition to the development standards in this chapter, qualifying major projects that are located in one of the four designated opportunity sites will be required to comply with a few special development standards as established for the specific opportunity site (see Chapter 5). Finally, properties located within one-quarter mile of a designated transit stop may choose to take advantage of additional standards (e.g., increased density) as outlined in the Zoning Code for the Transit-Oriented Development (TOD) Overlay District.

2. Applicability

The development standards in this chapter shall be applied to new construction and significant modification to existing buildings within the FBSP area. Generally these standards will apply to all development projects subject to Design Review except as noted below.. Additionally, major projects as defined in Chapter 3 (Project Review) that are located in one of the four opportunity sites (Kassis, Mather Mills, Olson Island, and Sunrise) will be subject to additional development standards listed in Chapter 5 (Opportunity Sites).

a) Exempt Projects

Structures and improvements defined as exempt from City-required Minor or Major Design Review in Chapter 3 (Project Review) are not subject to compliance with the development standards in this chapter. However, such structures may require additional permits, such as a use permit or building permit, to ensure compliance with allowed use provisions in Chapter 2 (Land Use Plan and Allowed Uses), adopted Building Code standards, and/or applicable Zoning Code provisions.

b) Minor Projects

The City recognizes that small-scale projects often cannot comply with all the development standards described herein due to the limited scope of individual projects. Proposed development that meets the criteria for minor projects as defined in Chapter 3 (Project Review) may, at the City's discretion, be granted flexibility on specific standards within the Design Review process.

While the City supports full compliance with all development standards described herein, the limitations that apply to minor projects require greater flexibility to ensure these smaller development projects

remain feasible. Specifically, the City does not require minor projects to comply with the following development standards:

- Minimum floor area ratios (FAR)
- Maximum front property line building setbacks
- Location of parking lots within a project site

B. Development Standards

Projects within the FBSP area are expected to meet a higher standard of development than what historically exists on the corridor. As such, projects located anywhere along the corridor are subject to compliance with the development standards listed in Table 4-1, unless otherwise specified. Additionally, major projects located in one of the designated opportunity sites will be required to comply with general development standards in this section as well as with any special development standards applicable to the individual opportunity site listed in Chapter 5 (Opportunity Sites).

Table 4-1 Development Standards

Development Standard	FB-MDR	FB-HDR	FB-RMU	FB-CMU	FB-OIMU
Density¹					
Minimum	6.1 du/ac	18.1 du/ac	6.1 du/ac	10.0 du/ac	10.0 du/ac
Maximum	18.0 du/ac	40.0 du/ac	40.0 du/ac	18.0 du/ac	18.0 do/ac
Predominant Use Standards					
Predominant Use Type	Residential	Residential	Residential	Commercial	Industrial
Where listed, minimum % of combined building sf of predominant use type is required. Exceptions noted. ²	n/a	n/a	≥50%	≥50% ²	n/a
Rules for timing and order of development	n/a	n/a	Generally, secondary uses must be developed in advance of or in conjunction with predominant/primary use. Exceptions noted. ³		
Floor Area Ratio					
Minimum	n/a	n/a	.2	0.2	0.2
Maximum	n/a	n/a	No maximum	No maximum	No maximum
Setbacks (minimum)⁴					
Front – general	12.5 ft	12.5 ft	10 ft	10 ft	10 ft
Side – interior lot/detached units	3 ft	20 ft	n/a	n/a	n/a

Development Standard	FB-MDR	FB-HDR	FB-RMU	FB-CMU	FB-OIMU
Side – interior lot/attached units	0 ft	0 ft	0 ft	0 ft	n/a
Side – street-side/corner lot	10 ft	10 ft	10 ft	10 ft	10 ft
Side – zero lot line	0/10 ft	n/a	n/a	n/a	n/a
Rear – in general ⁵	10 ft	20 ft	10 ft	10 ft	10 ft
Rear – setback to alley ROW	3 ft	3 ft	n/a	n/a	n/a
Interior	0 ft	0 ft	0 ft	0 ft	10 ft
Interior – attached units	0 ft	0 ft	0 ft	n/a	n/a
Interior – detached units	5 ft	5 ft	5 ft	n/a	n/a
Interior – zero lot line	0 ft/10 ft	0 ft/10 ft	0 ft/10 ft	n/a	n/a
Setbacks (maximum)					
Front setback along public streets	n/a	n/a	30 ft	20 ft	40 ft
Height (maximum)					
Primary Structures	45 ft	60 ft	50 ft ⁶	50 ft	50 ft
Accessory/Second Dwelling Units	n/a	n/a	26 ft	n/a	n/a
Encroachments/Projections					
Awning, Canopy, Eave, Sill, Cornice, and Similar Features	2 ft	2 ft	2 ft	2 ft	2 ft
Balcony, Fire Escape, Outside Stairway	3 ft	3 ft	3 ft	3 ft	3 ft
Bay Window ⁷	2 ft	2 ft	2 ft	2 ft	2 ft
Front Yard Porch and Stoop ⁸	3 ft	3 ft	3 ft	3 ft	n/a
Common Open Space Requirement (minimum)⁹	No minimum	25%	No minimum	No minimum	No minimum
Interface with Light Rail Station Refer to TOD Overlay District in Zoning Code Chapter 23.325.030	n/a	For any development abutting a light rail station, it must provide a clear and direct publicly accessible pedestrian and bicycle connection to the adjacent light rail station with a sign directing users to the station.			
Parking Lot Location	For new non-residential or mixed-use projects, parking areas are not permitted in the required front setback area. Parking should be located to the rear, side, or internal to the site. Finally, new parking areas shall not be located adjacent to intersections on corner lots.				
Shared Parking Facilities	<ul style="list-style-type: none"> • Connect adjacent commercial parking areas through the use of reciprocal access agreements. (See Zoning Code Section 23.719.090 for parking reductions awarded to joint vehicle parking.) • Where feasible, use shared driveways to eliminate the need for excessive 				

Development Standard	FB-MDR	FB-HDR	FB-RMU	FB-CMU	FB-OIMU
					<p>curb cuts and to reduce the amount of pervious surface.</p> <ul style="list-style-type: none"> • Where feasible, for individual projects with different users, provide shared parking between users with different peak parking needs. • Where feasible, provide shared parking between several projects, especially in parking structures. • Provide pedestrian pathways for customer access between adjacent commercial projects. • Encourage the use of parking lots in off-peak hours for sport activities or farmers markets.
Parking Ratio Maximum					The number of vehicle parking spaces provided shall not exceed 150 percent of the minimum parking ratio. Where no parking is required, the maximum parking allowance is two spaces.
Parking Structure Design					<ul style="list-style-type: none"> • Parking structures shall be well lit with clearly identified exits and connections to streets and sidewalks. • Design parking structures with open walls, windows, and other design features to allow natural light. • Structures shall be designed compatibly with adjacent buildings, utilizing appropriate massing, scale, modulations, and detail elements.
Stepbacks					Step back all floors above three stories a minimum of 6 feet.
Window Transparency	n/a				Ground-floor commercial retail glazing (windows or display windows) along the primary public facade fronting a public street, on-site main street, or public gathering space shall comprise a minimum of 50 percent of the main floor's exterior wall area.

Notes:

1. The minimum and maximum density standards are only applicable to mixed-use and integrated developments that include residential uses. Residential projects shall include a minimum of four units. The Planning Director may approve residential densities below 10 dwelling units per acres if the units are located above retail or office uses.
2. In the FB-CMU district, non-commercial use may exceed 50 percent of the building square footage where two or more stories are proposed with a vertical mixed use project. Under that scenario, the majority of ground floor square footage shall be at least 50 percent commercial use.
3. In the FB-RMU district, non-residential use may be developed in advance of residential use so long as the assumed residential potential of the project site is maintained to the City's satisfaction.
4. At no time shall any portion of the structure be located within a designated public utility easement.
5. Garages may also be accessed from an alley with a minimum 3-foot rear setback.
6. No maximum for vertical mixed-use integration.
7. The finished floor of the bay window must be at least 15 inches above the finished floor of the room.
8. Per Chapter 23.504 of the Zoning Code, porches must conform to the following: minimum of 10 feet tall (clear); minimum of 6 feet deep (clear); porch height must be a minimum of 3 feet above grade; minimum of 10 feet wide. Per Chapter 23.504, stoops must rise to a minimum of 3 feet above grade; minimum 3 feet wide.
9. Common open space includes all landscaped areas outside of the required landscape corridors along adjoining streets, active and passive recreation areas, other outdoor amenities, and natural open space areas. Reductions in the required open space area to a minimum of 20 percent of the gross area for exceptional architecture design may be granted by the designated approving authority.

Chapter 4

Development Standards

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