JOINT SPECIAL MEETING/WORK SESSION
City Council and Planning Commission

Rancho Cordova City Hall
2729 Prospect Park Drive, Rancho Cordova
American River North Community Room

Tuesday, August 25, 2009 at 5:30 p.m.

AGENDA ITEMS

1. Energy Efficiency and Conservation Block Grant (EECBG Project Selection)
2. Folsom Boulevard Specific Plan, Updates to Land Development Regulations

PUBLIC COMMENT

Public comment is encouraged and appreciated.

At a special meeting, citizens wishing to address the Council for any matter on the agenda may do so at the time the matter is discussed. Note, under the provisions of the California Government Code, the City Council is prohibited from discussing or taking action on any unagendized item.

CERTIFICATION OF AGENDA POSTING

City Clerk's Certificate of Posting of Agenda

I, Mindy Cuppy, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the August 25, 2009 Special Meeting of the Rancho Cordova City Council was posted on August 20, 2009 at the office of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at www.cityofranchocordova.org.

Signed this 20th day of August, 2009 at Rancho Cordova, California.

Mindy Cuppy, City Clerk

Public documents related to items on the open session portion of this agenda, which are distributed to the City Council less than 72 hours prior to the meeting, shall be available for public inspection at the time the documents are distributed to the Council. Documents are available for inspection at the City Clerk's office at the Rancho Cordova City Hall.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 851-8720 at least 48 hours prior to the meeting.

MEMORANDUM

DATE: August 25, 2009

TO: Honorable Mayor and Council Members

FROM: Thomas L. Trimberger, Special Projects Manager

SUBJECT: **ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT (EECBG) PROJECT SELECTION**

RECOMMENDATION

Receive report and provide direction to staff on Council preferences related to Energy Efficiency and Conservation Block Grant (EEGBG) projects and programs.

RESULT OF RECOMMENDED ACTION

Council direction will allow staff to complete the City's EECBG application and identify projects that could be funded through the EECBG grant. Staff will get firm quotes on the preferred work and come back to Council in November 2009, prior to final submittal.

BACKGROUND

The City is allotted $653,500 from the American Recovery and Reinvestment Act (ARRA) funding; provided that projects and programs are acceptable to the Department of Energy (DOE).

Council met in a workshop setting on this subject on June 15, 2009. At that time, the Council described it's preferences for projects and programs that:

- Are visible
- Leverage other funds
- Help the community with energy savings
- Build infrastructure for community events
- Spread the benefit to a lot of homes

At the same workshop, the Council expressed its desire to discuss projects and programs in a workshop setting.

APPLICATION PROCESS

The City's initial application for the EECBG was submitted to DOE on June 23, 2009. This initial application was relatively brief and identified only one initial effort, the preparation of an Energy Efficiency and Conservation Strategy (EECS). The EECS is required under the grant guidelines and must be submitted and approved before all allocated funds will be released to the City. Within 60 days of application submittal, the City anticipates the application will be approved and will receive initial funding for preparation of the EECS. A timeline for the ECBG Process is shown in **Attachment 1.**

ENERGY EFFICIENCY AND CONSERVATION STRATEGY

As noted above, our application on June 25, 2009 contained only one proposed activity, the preparation of the EECS. Upon approval of the initial application by DOE, a 120 day period begins during which the City must complete the EECS. Among other required information, the EECS will identify the specific activities that the City will complete under the EECBG funding, including a description of the benefits of each activity and the amount of EECBG funding to be dedicated to each activity.

POTENTIAL ACTIVITIES

The EECBG guidelines identify a broad range of activities that the City may fund through the grant program. City staff have compiled a list of potential projects and programs that could be funded by the EECBG. The list is divided into projects that would be geared toward Community Benefit, Municipal Benefit and future planning projects. A complete list is attached in **Attachment 2.**

Each project has benefits which may be attractive to Council. The attributes of each project or program will be discussed in the workshop.

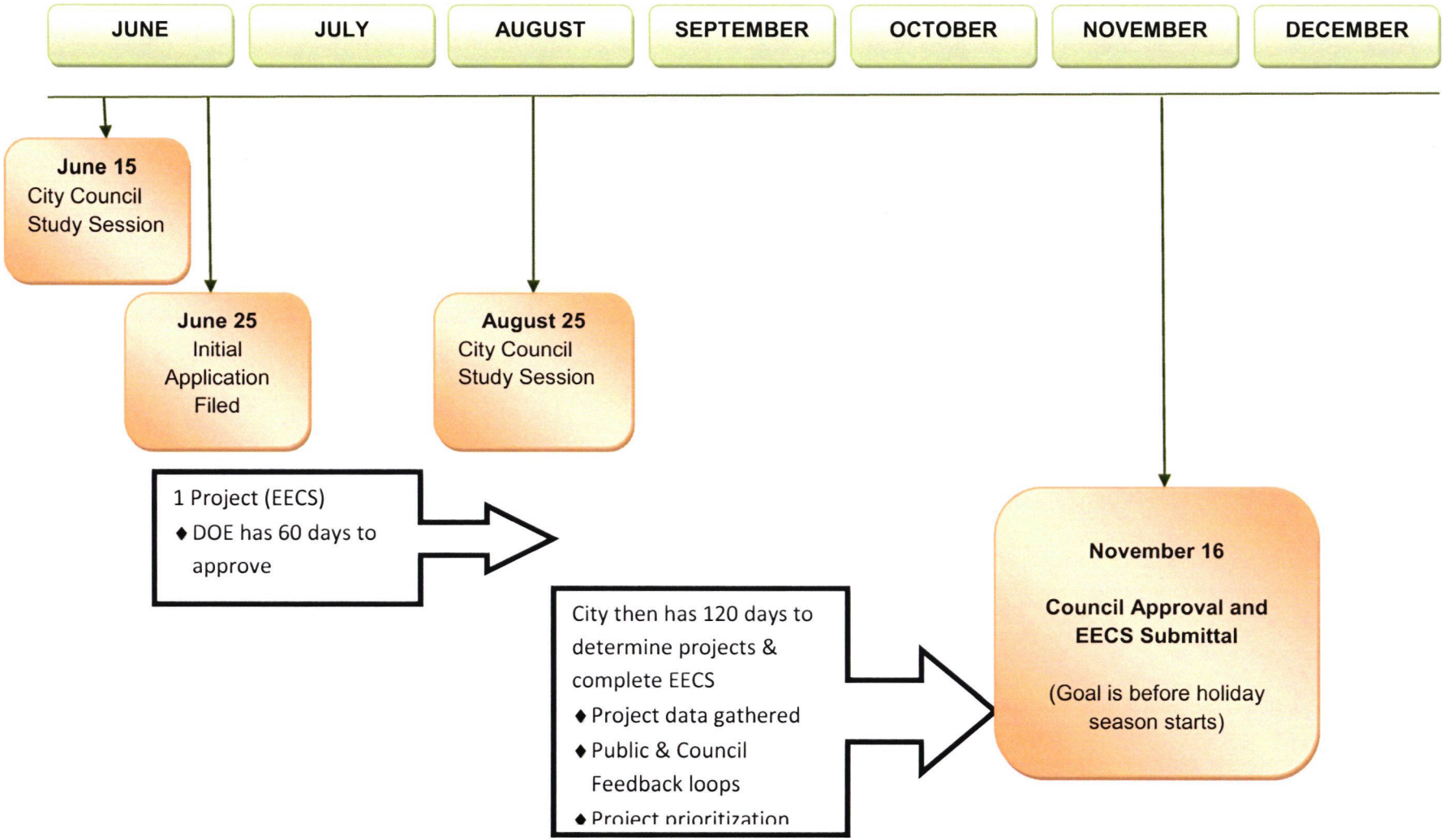
FUNDING AMOUNTS

The City has allocated $27,800 of its EECBG funds for development of the application and required Energy Efficiency and Conservation Strategy, which leaves $625,700 to be obligated.

ATTACHMENTS

1. EECBG Timeline
2. Project List

EECBG Process Timeline



ATTACHMENT 1

ATTACHMENT 2

City of Rancho Cordova
Potential EECBG Projects and Programs

The following is a list of potential EECBG projects and programs identified by staff and Council. The City has **$625,700** in EECBG funds after development of the grant application and Energy Efficiency and Conservation Strategy (EECS). The chart below provides the following information for each potential EECBG Project or program:

- Name
- Description
- Cost
- Fixed or Variable Cost (F or V) – Indicates whether the project cost is fixed (all or nothing) or can be varied
- ROI - "Return on Investment" (% or High/Med/Low) – Indicates the level of return on investment to the City
- GHG/Energy Savings per $ (High/Med/Low) – Indicates how cost effective the project is at reducing energy and/or greenhouse gas emissions
- Leveraged (Yes/No) – Indicates whether there are leveraged funds available
- Job Creation (High/Med/Low) – Indicates how effective the project is at creating jobs

	Name	Description	Cost	Fixed or variable cost	Annual savings	ROI	GHG/ Energy Saving per $	Lever-aged	Job Creation
Community Energy Efficiency and Conservation									
1	Sacramento Regional Energy Alliance	Residential and commercial energy Audits, enhanced rebates and incentives, weatherization, etc., in partnership with SMUD	$130,000	V	$87,000	67%	High	Yes	Med
2	Photovoltaic panels at redevelopment site	Gap financing for PV panels at former Stagger Inn site, 59 unit development	$220,000	F	20,335	9%	Med	Yes	Med
3	New Electrical Service at Hagan Park	Electrical service(s) to serve 4th of July in lieu of diesel generators and transformers.		F	?	?	Low	No	Very Low
4	New Electrical Service at Village Green Park	Electrical service upgrade to allow community events		F	?	?	Very Low	No	Very Low

ATTACHMENT 2

	Name	Description	Cost	Fixed or variable cost	Annual savings	ROI	GHG/ Energy Saving per $	Lever-aged	Job Creation
Municipal Energy Efficiency and Conservation									
5	AC Precooling	AC Evaporative Condenser cooling at rooftop units	$185,500	F	$40,600	22%	High	No	Med
6	City Hall Sub metering	Installing sub meters allow us to track electricity uses at City Hall	$13,200	F	?	High	Med	No	Med
7	Cool Roof at Kilgore Building	Cool Roof at Kilgore Building	$83,300	F	?	Low	Med	Yes	Med
8	Upgrade Lighting at Kilgore	Upgrade Light Fixtures to T08's with electronic ballasts	$78,400	F	$11,700	15%	Med	Yes	Med
9	VAV Upgrades	Upgrade HVAC System in city hall lease areas	$86,100	F	?	Med	Med	No	Med
10	City Hall PV (smaller system)	39 kW Solar PV Panels on rooftop	$241,300	V	$6900	3%	Low	Yes	Med
11	City Hall PV (smaller system)	40 kW Solar PV Panels on carports	$353,000	V	$6900	2%	Low	Yes	Med
12	City Hall PV (larger system)	157 kW Solar PV Panels on rooftop	$951,000	V	$25,600	3%	Low	Yes	Med
13	City Hall PV (larger system)	230 kW Solar PV Panels on carports	$2,046,000	V	$36,400	2%	Low	Yes	Med
14	Virtual Desktops	Hardware replaces 50 desktop PC's	$55,000	V	$39,300	72%	Med	No	Low
15	Street Light Retrofits	Replace 1000 existing street lights with LED	$475,000	V	$80,000	17%	Med	Yes	High
Energy Efficiency and Conservation Planning Activities									
16	Climate Action Plan	Climate Action Plan to reduce GHG emissions consistent with AB 32.	$100,000 +	F	N/A	N/A	N/A	No	Low
17	Green Building Ordinance	Ordinance to require green building standards	$25,000	F	N/A	N/A	N/A	No	Low
Total			**$5,042,800 +**						

MEMORANDUM

DATE: August 25, 2009

TO: Honorable Mayor and Council Members
Planning Commissioners

FROM: Jeffrey S. Beiswenger, AICP, Senior Planner
Paul Junker, AICP, Planning Director

SUBJECT: **FOLSOM BOULEVARD SPECIFIC PLAN, UPDATES TO LAND DEVELOPMENT REGULATIONS**

RECOMMENDATION

Review and discuss recommended updates to the Folsom Boulevard Specific Plan, land development regulations and provide comments and direction.

RESULT OF RECOMMENDED ACTION

Council comments on the recommended changes to the land development regulations will allow staff to finalize detailed updates to the Folsom Boulevard Specific Plan to address concerns related to non-conforming uses.

BACKGROUND

In response to concerns from Rancho Cordova business and property owners along Folsom Boulevard, the Planning Department is developing updates to the Folsom Boulevard Specific Plan (FBSP) to help protect and expand opportunities within residential zoning districts along the Boulevard. The FBSP is a planning and zoning document that guides the revitalization of Folsom Boulevard. This important urban corridor is considered to be the "heart" of Rancho Cordova. While it is important that "The Boulevard" is enhanced over time, the concerns of business and property owners should be considered since continued commercial activity is critical to the current financial viability of many property owners as well as the ultimate success of revitalization efforts.

As a planning document, the FBSP considered development opportunities, market conditions, public infrastructure and community preferences prior to its adoption in November 2006 (land use designations) and amendment in July 2008 (development standards). Preparation of the Specific Plan was a complex process touching on the many disciplines involved in building a city, and accomplished the following:

- Establishes a vision for Folsom Boulevard;
- Incorporates results from a detailed market analysis and development strategy;
- Was a result of extensive community outreach;

- Creates programmed "Pulse Points" development scenarios where new commercial development should be focused; and
- Included a comprehensive rezone for the full Folsom Corridor which was incorporated into the Specific Plan document.

In order to focus development at "Pulse Points," and reduce the supply of commercial property along the Folsom Corridor, residential zoning was established at non-"Pulse Point" locations. This has created a number of non-conforming uses along the corridor, since some of the newly zoned residential property contains active commercial uses. The City is now seeking ways to allow businesses to continue operating, while still maintaining the Pulse Point concept and encouraging the conversion of certain properties to residential use within the 20 to 30 year planning horizon.

The City has heard from the business community that the down economy has impacted property owner's ability to lease commercial spaces. While the City's non-conforming use policies allow business operations to continue on residential zoned property, the classification as "non-conforming" may place a burden on existing business and property interests.

FOLSOM BOULEVARD RELIEF PLAN

To address the immediate concerns of businesses and property owner, the City Council considered and adopted the Folsom Boulevard "relief plan" on June 15, 2009 (Ordinance No. 12-2009). This plan incorporated the following into the FBSP:

- Amended the use table to expand the commercial uses allowed on non-conforming Medium Density Residential (MDR) properties to include all commercial use types allowed in the Residential Mixed Use (RMU) designation.

- Extends the period of time a non-conforming use or building can be discontinued prior to losing non-conforming status – from six months to eighteen months. This period may be extended an additional six months by the Planning Director.

The changes listed above provided some short-term "relief" to owners of non-conforming properties. However, the non-conforming classification remains and concern to numerous property owners.

PROPOSED CHANGES TO LAND DEVELOPMENT REGULATIONS

As noted above, the Relief Plan amendments did not resolve all concerns noted by property owners along the Boulevard. Additional changes are proposed that will eliminate many of the non-conforming designations created by zoning of existing commercial properties to residential (RMU and MDR) designations. These additional amendments to the FBSP further validate existing commercial uses, but will still require new commercial development to be focused in "Pulse Point" areas and non-pulse point locations to ultimately convert to residential use.

In concept, this solution involves eliminating the RMU and MDR zoning districts in the FBSP and establishing new Transition Area districts that are calibrated to permit a certain amount of commercial development by right. Proposed changes include:

- Replace Medium Density Residential (MDR) and Residential Mixed Use (RMU) districts with new Transition Area – 1 (TA-1) and Transition Area - 2 (TA-2) districts. The new Transition Districts would allow a full range of commercial uses within existing commercial buildings. However, new building construction would be required to comply with development standards currently described under the RMU and MDR districts. This approach would serve three purposes:

    1. Recognize existing commercial buildings as allowed commercial uses.

    2. Eliminate the "non-conforming" status of existing commercial uses and building – a major concern of some property owners.

    3. Require that new construction be consistent with the FBSP vision – this will lead to new residential construction as new development occurs.

- Create a new Table of Permitted Uses that would only apply to existing commercial buildings along the corridor and allow a full range of commercial uses. This use table would apply in the TA-1 (formerly MDR) and TA-2 (formerly RMU) districts. This new table would also list Special Regulated Uses (e.g. massage parlors, adult businesses) so that these uses can be more easily prohibited or restricted.

- Amend Table IV-1 to list Special Regulated Uses and add development standards related to these uses. This will allow the location of these uses to be restricted and character of these uses to be controlled.

- Consider rezoning properties in the Convention Overlay district into a new Convention Area base zoning district. This overlay has proven to be confusing since it introduces a second table of permitted uses and it is unclear to users of the FBSP which table applies.

PROPERTY OWNER INPUT

The Planning Department held a meeting at City Hall to discuss potential changes to the Folsom Boulevard Specific Plan with business and property owners on Wednesday, August 19, 2009. The intent of the meeting was to obtain input the from business and property owners directly impacted by the land use regulations. The meeting started at 3:00 P.M., lasted about two hours, and was attended by about 20 people. The meeting attendees were generally supportive of the approach and had the following comments:

- Approach appears to resolve most of the concerns of existing businesses, but property and business owners are looking forward to reviewing the more detailed proposal.

- Concerns were voiced over the terminology of "Transition Area", since it could raise "red-flags". One idea was to use the term "Mixed-Use" or "Medium Density".

- Questions were raised regarding how to transition long-time vacant structures.

- Questions were raised regarding the ability to improve commercial uses in the new zoning districts (e.g. façade renovation versus building expansion).

- Concerns were raised over the requirement for a Limited Use Permit for most commercial uses in the MDR district. Why not just make these permitted uses?

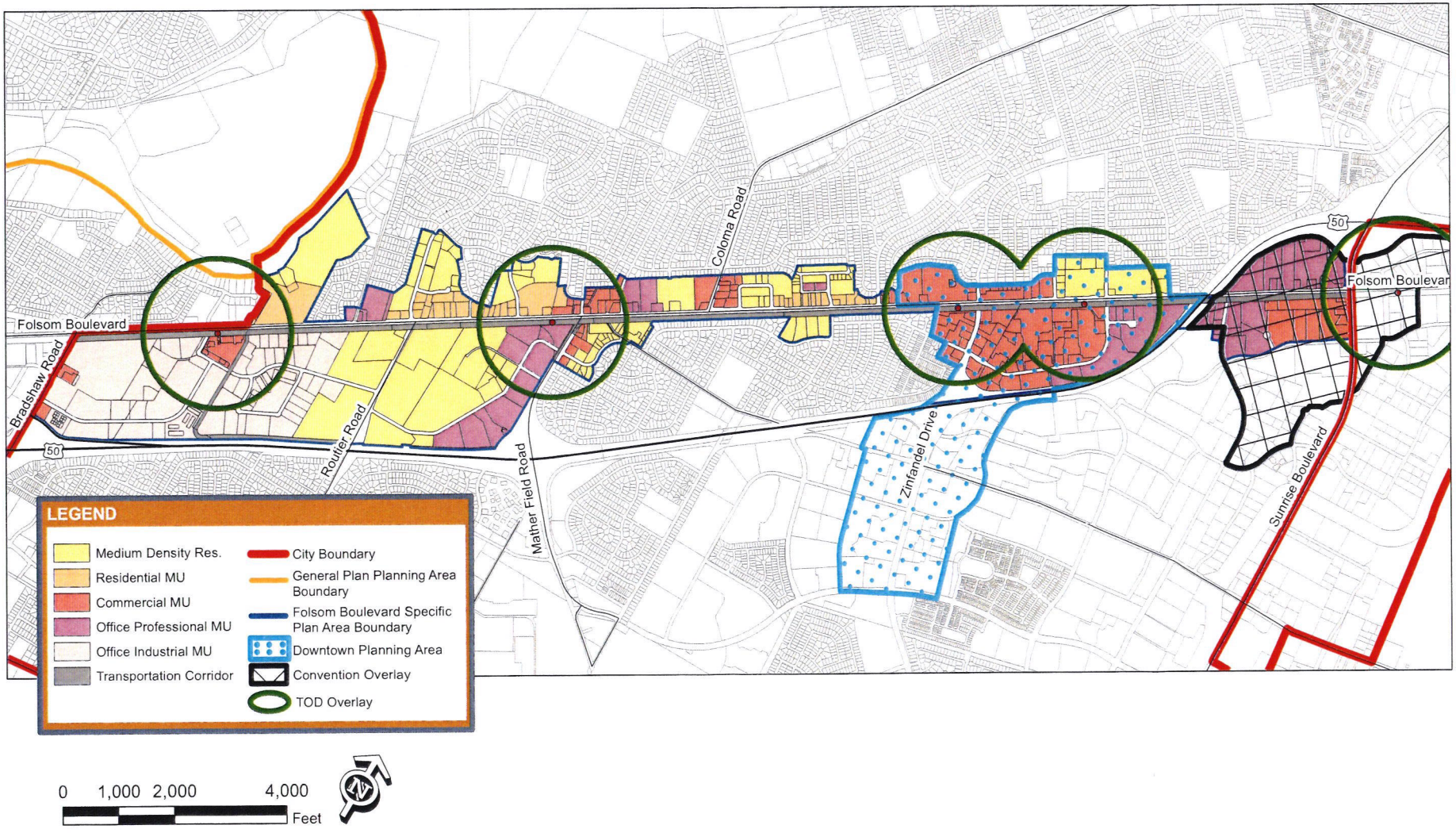
NEXT STEPS

Based on Council discussion and direction staff will prepare a detailed updated to the Folsom Boulevard Specific Plan for consideration and adoption and a future City Council meeting.

ATTACHMENTS

1. Folsom Boulevard Specific Plan Zoning Map
2. Chapter IV of the Folsom Boulevard Specific Plan

FIGURE IV-3
Folsom Boulevard Specific Plan Land Use Diagram



T:_GIS\Rancho_Cordova\MXD\folsom_blvd_specific_plan\FINAL Specific Plan MapLand Use Plan - FINAL - 04-16-2008-CJJ.mxd | Updated: 4/16/08 @ 16:21:00 by CJJ

CITY OF RANCHO CORDOVA
THE BOULEVARD

CHAPTER

IV

PRIVATE REALM – LAND USE AND DEVELOPMENT STANDARDS

When Rancho Cordova incorporated as a new city in 2003, the Sacramento County Zoning Code was adopted as the City's interim Zoning Code. The City has since made updates to this code, including a new zoning map, new districts, and updated development standards. Part of this update has included adoption of the Folsom Boulevard Specific Plan. Under this Specific Plan, the land plan includes a simplified approach to zoning (in contrast to the previous zoning) in that it has condensed the land use categories from approximately 40 to 5. This reduction of categories allows for more flexibility in what is permitted in each land designation, leaving the development community less restricted in the use that inhabits new development and keeping the focus on quality building form, placement, and orientation that will stand the test of time.

This chapter includes the land use plan, permitted uses, and form-based development standards for future development and redevelopment of the Boulevard within City limits. This chapter constitutes the zoning regulations for property within the Folsom Boulevard Specific Plan.

The following summarizes the components of this chapter:

A. **Land Use Designations** describe the land use districts for the Planning Area and reflect the development assumptions in the development strategy in terms of mix of uses and density and intensity of development. These zoning districts are consistent with the land use policies and designations in the City's General Plan.

B. **Folsom Boulevard Land Use Map** translates the community's Vision for the Boulevard by applying the new mixed-use land use designations for individual property throughout the corridor. The land use map is reflective of the development strategy for Folsom Boulevard and is informed by a number of economic factors such as market supply and demand analysis and broker/developer insight.

C. **Permitted Uses Matrix** identify permitted use provisions for all of the land use categories applied within the Project Area. Permitted use listings are provided by general use category on the basis of common function, product, or compatibility characteristics. For a detailed list of use definitions, please see Chapter IX – Glossary.

D. **Development Standards** for each of the land designations listed herein can be found in this section. For each designation, this Specific Plan, along with other development standards (e.g., landscaping requirements, signs, parking development standards) listed in other sections of the Zoning Code as well as relevant Citywide Design Guidelines, are intended to assist property owners and project designers in understanding the City's minimum requirements and expectations for high-quality development. In any case, key features of successful development include relationship to the primary and secondary street frontages, pedestrian access and circulation, and the relationship between uses. Project design must be of high quality and incorporate timeless architecture, providing residential uses with convenient access to services. Where site development standards are in conflict with the site development standards in other parts of the City's Zoning Code, this Specific Plan prevails as it applies to the mixed use zoning districts. The designated approving authority will review development applications against these standards to determine compliance with applicable zoning regulations.

A. LAND USE DESIGNATIONS AND CLASSIFICATIONS

The following land use districts for the Folsom Boulevard Specific Plan reflect the development assumptions in the development strategy in terms of mix of uses and density and intensity of development. The mixed use land use zones established by this chapter are intended to:

- Implement the goals, policies, and land use categories described in the City's General Plan.
- Promote the integration of compatible land uses in a vertical and/or horizontal manner that provides additional opportunities for commercial, office, residential, and industrial uses in the City.
- Promote public health, safety, and welfare.

SPECIFIC PLAN BASE DISTRICTS

Medium-Density Residential (MDR) District

Purpose and Characteristics

The purpose of the Medium-Density Residential (MDR) District is to designate property for the development of a wide range of housing types with a density between 10.1 and 18.0 dwelling units per acre. The MDR district is intended for small lot single-family detached, single-family attached (e.g., townhomes, condominiums, brownstones), and small apartment complexes. This district provides a transition between the single-family residential neighborhoods of the City to the more urban centers.

Permitted Uses

The uses permitted in the MDR District shall be those uses specified in Table IV-1 - Permitted Uses for Folsom Boulevard Base Districts.

Development Standards

The development standards that apply to this district are listed in Section D.

Residential Mixed Use (RMU) District

Purpose and Characteristics

The purpose of the Residential Mixed Use (RMU) District is to designate property for the development of medium- and high-density housing that may incorporate office and/or commercial services. While the predominant use of the development is residential, the City encourages the vertical and/or horizontal integration of commercial and/or office uses that are compatible with the residential development. This RMU District does not preclude development that is solely residential, but rather encourages a mix of uses. Consistent with the General Plan, this district allows between 6.1 and 40.0 dwelling units per acre. The RMU district promotes the integration of retail and office uses into the edges of neighborhoods.

Permitted Uses

The uses permitted in the RMU District shall be those uses specified in Table IV-1 - Permitted Uses for Folsom Boulevard Base Districts.

Development Standards

The development standards that apply to this district are listed in Section D.

Commercial Mixed Use (CMU) District

Purpose and Characteristics

The purpose of the Commercial Mixed Use (CMU) District is to designate property for vibrant commercial and mixed-use development. While a predominately commercial district, the CMU category is designed to provide for the integration of retail and service commercial uses with office and/or residential uses. In multiple story buildings, retail uses are the predominant use on the ground floor. Commercial retail and service uses (including general retail, personal services, and minor auto services) are permitted by right and more intense commercial and service uses are conditionally permitted. Business and professional office uses, as well as residential uses (density between 10 and 18 units per acre; 10 to 40 units per acre in the Downtown), are also permitted by right when integrated vertically or horizontally with commercial uses.

Permitted Uses

The uses permitted in the CMU District shall be those uses specified in Table IV-1 - Permitted Uses for Folsom Boulevard Base Districts.

Development Standards

The development standards that apply to this district are listed in Section D.

Office Professional Mixed Use (OPMU) District

Purpose and Characteristics

The purpose of the Office Professional Mixed Use (OPMU) District is to designate property for the development of larger office buildings and business parks with supporting retail and service uses. The predominant use is office, but commercial uses may be integrated into office buildings or located horizontally in freestanding buildings. This district also allows residential uses to be integrated with office use where

compatible at a density between 10 and 18 units per acre. Public and quasi-public uses are permitted in this district by right.

Permitted Uses

The uses permitted in the OPMU District shall be those uses specified in Table IV-1 - Permitted Uses for Folsom Boulevard Base Districts.

Development Standards

The development standards that apply to this district are listed in Section D.

Office Industrial Mixed Use (OIMU) District

Purpose and Characteristics

The purpose of the Office Industrial Mixed Use (OIMU) District is to designate property for a wide range of office and light industrial development. The OIMU district is intended for the seamless integration of office and light industrial uses with supporting retail and service uses. Offices may be developed in an office park setting, but most office and light industrial development stands alone. Commercial and other support services may be integrated vertically and/or horizontally in this district, but the predominant use of integrated developments is office and/or light industrial. Public and quasi-public uses are permitted by right in this district.

Permitted Uses

The uses permitted in the OIMU District shall be those uses specified in Table IV-1 - Permitted Uses for Folsom Boulevard Base Districts.

Development Standards

The development standards that apply to this district are listed in Section D.

Transportation Corridor (T) District

Purpose and Characteristics

The purpose of the Transportation Corridor (T) District is to designate property specifically for transportation purposes (e.g., light rail tracks/station, multi-modal transportation hubs, park and ride facilities). Such properties typically include transportation infrastructure (e.g., rails, catenaries, signals), but may also include related and supporting uses (e.g., stations with transit and services for riders).

Permitted Uses

The uses permitted in the T District shall be those uses specified in Table IV-1 - Permitted Uses for Folsom Boulevard Zoning Districts.

Development Standards

The development standards that apply to this district are listed in Section D.

SPECIFIC PLAN OVERLAY DISTRICTS

Convention Overlay District

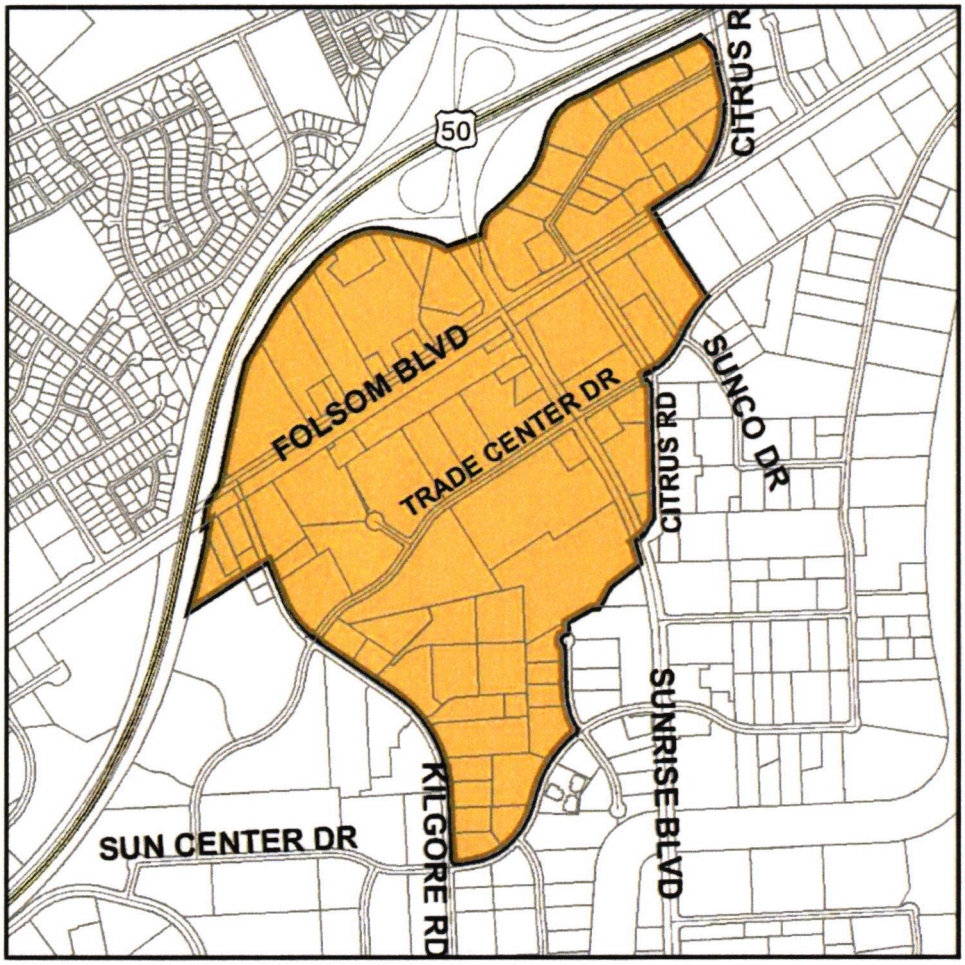
Purpose and Characteristics

The purpose of the Convention Overlay (CO) District is to establish an area in the City specifically for the development of a convention center with related and supporting uses. The Convention District is intended to be a special place in the City that is entertaining, vibrant, and inviting to tourists, visitors, and residents alike. This overlay district supplements the provisions of the underlying base districts for the special purposes identified herein. Where there is conflict between this overlay district and the underlying base district, the overlay district regulations prevail.

Applicability

The Convention Overlay District is applied to those parcels described in Figure IV-1, consistent with the General Plan's Convention Overlay.

Figure IV-1 Convention Center Overlay



Permitted Uses

The uses permitted in the OPMU District shall be those uses specified in Table IV-2 - Permitted Uses in the Convention Overlay District.

Development Standards

Development standards for property in the Convention Overlay are included in Section D.

Transit Oriented Development (TOD) Overlay

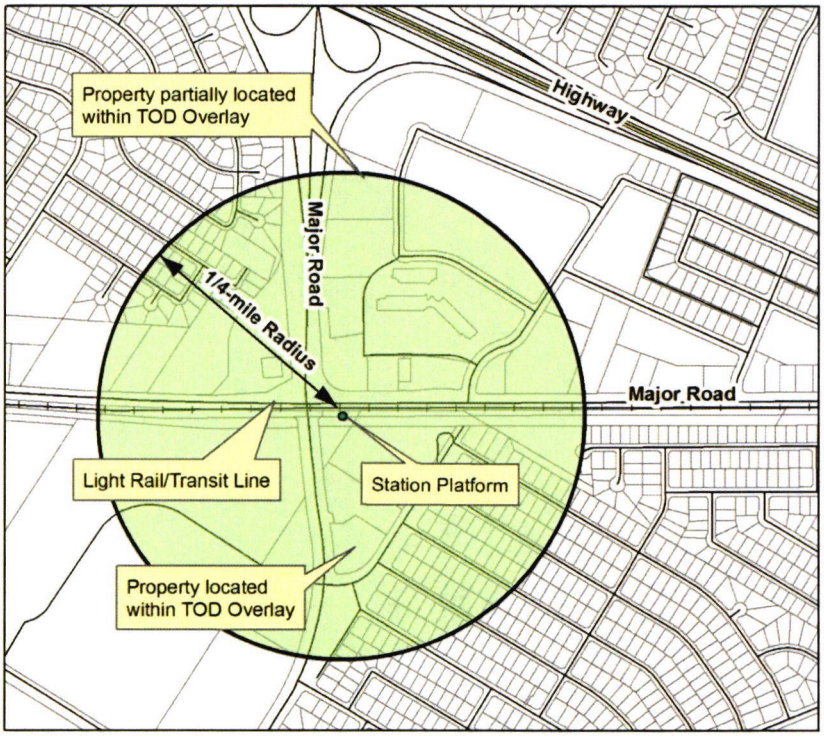
Purpose and Characteristics

The purpose of the Transit Oriented Development (TOD) Overlay is to promote and provide for higher density and intensity uses as part of or in proximity to transit stations. The objective of locating more intensive uses near transit stations is to promote transit services along major transit corridors of the City. The TOD Overlay implements the Local Transit Oriented Development and Regional Transit Oriented Development Land Use Categories of the General Plan.

Applicability

The TOD Overlay shall be applied to properties that are located within one-quarter mile of an existing or planned light rail station within the Folsom Boulevard Specific Plan Area. In determining the extent of the applicability, a circle of one-quarter mile in radius shall be drawn from a central point at the designated station location (e.g., station platform). See Figure IV-2 for a prototypical example of a TOD Overlay.

Figure IV-2 Prototypical TOD Overlay



Properties Partially Located within the TOD Overlay

The provisions of the TOD Overlay shall only apply to those portions of property located within the one-quarter mile radius circle. Those portions of parcels designated TOD Overlay but not included within the one-quarter mile radius circle shall have development standards consistent with the underlying base district (see section on Integrated Development as described later in this chapter) and may only be developed consistent with the development standards of the based district. Qualifying integrated developments, as described below, may locate more intense development outside of the one-quarter mile radius circle, provided the provisions of this Section are observed.

Special Standards for Integrated Development

When a portion of an integrated development, as defined in Chapter III, includes both an area designated Transit Oriented Development Overlay and an area not subject to the development standards of the Transit Oriented Development Overlay, the development potential for the site shall be determined on an aggregate basis. For example, if half of a ten acre site is designated Transit Oriented Development Overlay and the other half is designated Commercial Mixed Use, then the development potential of the first half is 400 dwelling units (80 du/ac x 5 acres) and the potential of the second half is 90 dwelling units (18 du/ac x 5 acres), resulting in a total potential of 490 dwelling units. Consistent with the provisions for integrated developments, the 490 dwelling units may be located anywhere within the development, except that the majority of the units shall be located within the one-quarter mile radius. The Designated Approving Authority, as part of Design Review, may allow the majority of the units to be located outside of the quarter mile radius, provided that pedestrian uses and gathering spaces are located within the radius and connect the residential area(s) to the transit station.

Development Standards

Development standards for property in the TOD Overlay are included in Section D - Form-Based Development Standards.

B. THE LAND PLAN/ZONING MAP

The Folsom Boulevard Specific Plan land use policies establish six base districts for the Project Area as shown in the Land Use Map in Figure IV-3. The districts include Medium-Density Residential (MDR) District, Residential Mixed Use (RMU) District, Commercial Mixed Use (CMU) District, Office Professional Mixed Use (OPMU) District, Office Industrial Mixed Use (OIMU) District, and Transportation Corridor (T) District. In addition, two overlay districts are identified: Convention Overly (CO) and Transit-Oriented Development (TOD) Overlay Districts. These base districts and overlay districts will facilitate the Planning Area's transformation from its current land use configuration to the one described by the Specific Plan's vision. This configuration includes the mixing of commercial retail and service uses, office uses, and residences at pulse point activity centers, the inclusion of new mixed-density neighborhoods and the densification of existing neighborhoods throughout the Planning Area, and the continued inclusion of light industrial and office uses in select locations.

The proposed land plan and designations introduce significant changes to the existing land use pattern along Folsom Boulevard. Currently, the Boulevard is lined with automobile-oriented commercial retail and service uses. The Specific Plan seeks to focus these commercial activities in combination with office and residential uses at the pedestrian-oriented, mixed-use pulse points. Planned land use designations for the parcels in the vicinity of pulse points includes a combination of CMU, OPMU, and RMU designations. In addition,

policies give preference to replacing vacated and underutilized commercial areas with new mixed-density residential developments and increasing the density of a few existing residential areas along the Boulevard.

The land plan also creates changes to the land use pattern south of Folsom Boulevard. Today, parcels in the area between Routier Road and Mather Field Road feature industrial, office, and warehouse uses. The plan calls for the eventual transformation of industrial and warehouse uses in this area, expanding office uses and introducing commercial service uses onto all of the parcels adjacent to Mather Field Road, and developing the remainder of the properties in the area into a new mixed-density residential neighborhood. Specifically, parcels adjacent to Mather Field Road are designated OPMU and CMU. In addition, the area bounded by Bradshaw Road and Routier Road currently includes a low-density residential neighborhood and a mixture of industrial, office, and warehouse uses. This plan allows for an increase in residential densities in the neighborhood (of high-quality development) and the eventual transformation of warehouse uses for a new employment area of office and light industrial development in proximity to supportive uses and transit. The planned designation for this area includes a combination of MDR and OIMU.

The Specific Plan also allows, by right, public and quasi-public uses in all base districts, except the T District.

C. PERMITTED USES

PERMITTED LAND USES AND PERMIT REQUIREMENTS

Permitted land uses for the Folsom Boulevard base districts are listed in Table IV-1, below. Use listings are grouped by a general category on the basis of common function, product, or compatibility characteristics and are defined in Chapter IX – Glossary.

SIMILAR USES

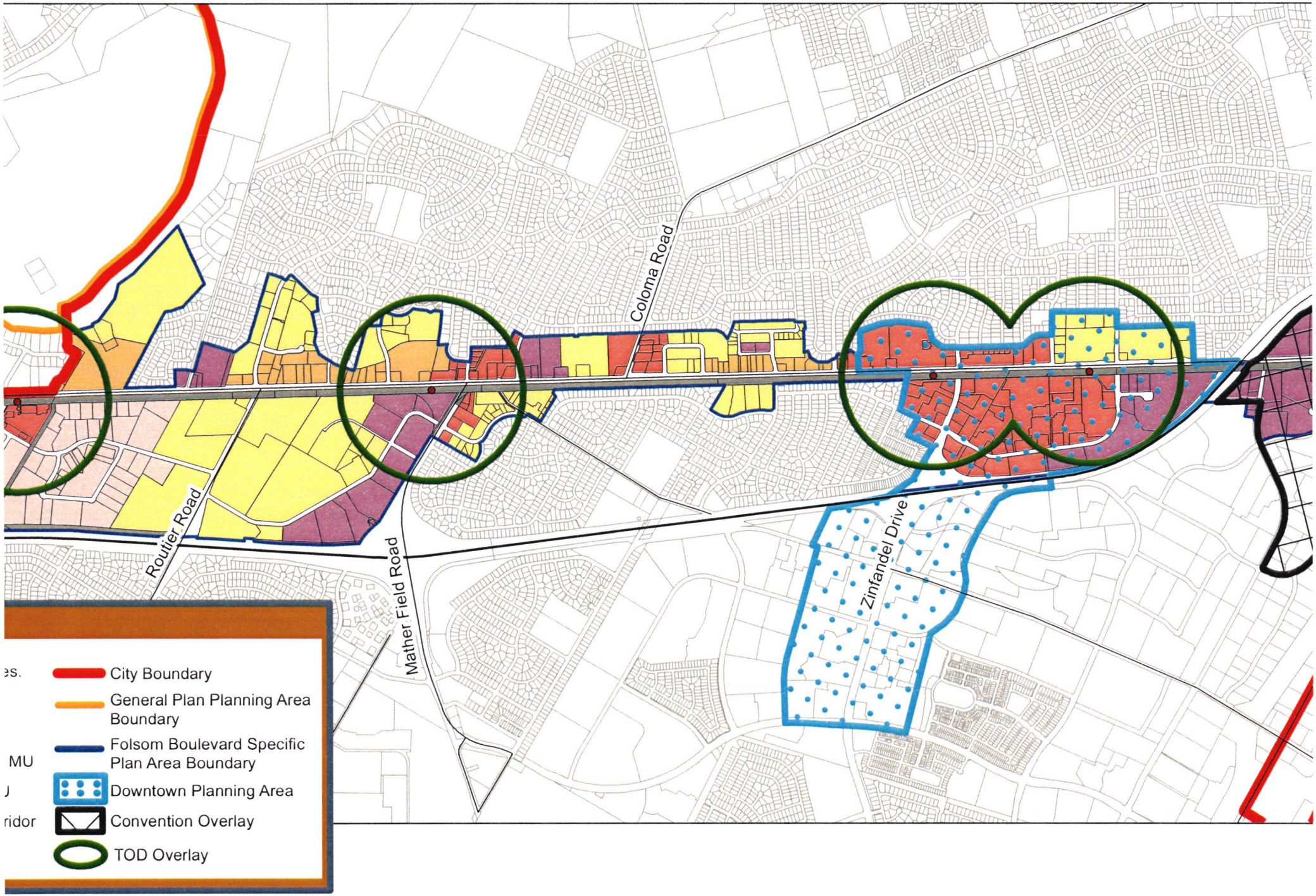
When a use is not specifically listed in this Specific Plan, it shall be understood that the use may be permitted if the Planning Director determines that the use is similar to other uses listed. It is further recognized that every conceivable use cannot be identified in this Specific Plan and, anticipating that new uses will evolve over time, this section establishes the Director's authority to compare a proposed use and evaluate its similarities, operation, impacts, or scale to those uses listed in this Specific Plan. In determining "similarity," the Director shall make all of the following findings:

(a) The characteristics of and activities associated with the proposed use are equivalent to one or more of the listed uses and will not involve a higher level of activity or population density than the uses listed in the district.

(b) The proposed use will be consistent with the purposes of the applicable land use district.

(c) The proposed use will be consistent with the General Plan and this Specific Plan.

Determinations will be made in writing and will contain the facts that support the determination. The Department will maintain all such determinations on record at the public counter for review by the general public. All determinations will be provided to the Planning Commission, City Council, City Manager, City Attorney, and City Clerk as an information item within 30 days of the Director's determination. The Director's decision may be appealed as addressed in the Appeals section of the City's Zoning Code.


Coloma Road
Routier Road
Mather Field Road
Zinfandel Drive
City Boundary
General Plan Planning Area Boundary
Folsom Boulevard Specific Plan Area Boundary
Downtown Planning Area
Convention Overlay
TOD Overlay

PERMITTED USE TABLE FOR BASE DISTRICTS

Table IV-1 below identifies permitted use provisions for all base districts. Definitions of each use are established in Chapter IX - Glossary.

Permitted use provisions are symbolized in the table as follows:

- P = land use permitted by right
- L = land use permitted with approval of a Limited Use Permit
- C = land use permitted with approval of a Conditional Use Permit
- N = land use not permitted

Table IV-1 Permitted Uses for Folsom Boulevard Base Zoning Districts

Land Use – Use Classification	Zoning Districts					
	MDR	RMU	CMU	OPMU	OIMU	T
Residential Use Listings						
Adult Day Care Home	P	P	N	N	N	N
Child Day Care Facility	C	P	C	C	C	N
Caretaker Housing	P	P	P	P	P	N
Dwelling, Multifamily	P[1]	P[1]	L[1, 2, 16]	L[1, 2, 16]	N	N
Dwelling, Second Unit	P[3]	P[3]	N	N	N	N
Dwelling, Single-family	P[1]	P[1]	L[1, 2, 16]	L[1, 2, 16]	N	N
Dwelling, Two-family	P[1]	P[1]	L[1, 2, 16]	L[1, 2, 16]	N	N
Emergency Shelter	C	C	N	N	N	N
Family Day Care Home, Small	P	P	N	N	N	N
Family Day Care Home, Large	C	C	N	N	N	N
Home Occupation	P	P	P	P	N	N
Live-Work Facility	P[1]	P[1]	P[1]	P[1]	N	N
Residential Care Home	P	P	N	N	N	N
Community Service Use Listings						
Clubs, Lodges, Private Meeting Halls	N	P[11]	P	P	P	N
Indoor Amusement/ Entertainment	N	C[11]	P	P	P	N

Land Use – Use Classification	Zoning Districts					
	MDR	RMU	CMU	OPMU	OIMU	T
Indoor Fitness and Sports Facilities	N	C[11]	P	P	C	N
Libraries and Museums	P	P[11]	P	P	P	N
Outdoor Commercial Recreation	N	N	C	P	P	N
Parks and Public Plazas	P	P[11]	P	P	P	P
Public Safety Facility	P	P[11]	P	P	P	P
Religious Institutions	P	P[11]	P	P	P	N
Schools – Public	P	P[11]	P	P	P	N
Schools – Private, Special/Studio	P	P[11]	P	P	P	N
Theatres and Auditoriums	N	C[11]	P	P	P	N
Utility, Transportation, and Communication Use Listings						
Heliports	N	N	C	C	C	N
Park and Ride Facility	N	C[11]	P	P	P	L[15, 16]
Telecommunications Facility	C[4]	C[4, 11]	C[4]	P[4]	P[4]	C
Transit Stations and Terminals	N	C[11]	P	P	P	P
Utility Facility and Infrastructure	L[5, 16]	L[5, 11, 16]	L[5, 16]	L[5, 16]	L[5, 16]	P
Retail, Service, and Office Listings						
Adult-Related Business	N	N	N	N	N	N
Alcoholic Beverage Sales	N	C[11]	C	C	C	N
Banks and Financial Services	N	P[11]	P	P	P	N
Bars and Nightclubs	N	C[6, 11]	C[6]	C[6]	C[6]	N
Bed and Breakfast	C	P[11]	N	N	N	N
Building Materials Stores and Yards	N	N	P[7]	N	C[7]	N
Business Support Services	N	L[7, 8, 11, 16]	P	P	P	N
Drive-in/Drive-through sales/services	N	N	C[9]	N	N	N
Equipment Sales and Rental	N	N	N	N	P	N
Home Improvement Supplies	N	L[2, 11, 16]	L[2, 16]	L[2, 16]	P	N
Hotels/Motels	N	C[11]	P	P	C	N
Kennels	N	N	C	N	L[16]	N

Land Use – Use Classification	Zoning Districts					
	MDR	RMU	CMU	OPMU	OIMU	T
Medical Services – Extended Care	C	P[11]	C	N	N	N
Medical Services - General	N	P[11]	P	P	P	N
Medical Services – Hospital	N	P[11]	P	P	P	N
Office – Business and Professional	N	L[2, 11, 16]	L[2, 16]	P	P	N
Office – Accessory	N	P[11]	P	L[11, 16]	L[11, 16]	N
Offices – Temporary	P	P[11]	P	P	P	N
Personal Services	N	P[8, 11]	P	P	P	N
Personal Services, Restricted	N	N	C	C	C	N
Restaurants	N	L[2, 11, 16]	P	L[2, 16]	L[2, 16]	N
Retail – Accessory	N	L[2, 11, 16]	P	L[9, 16]	L[9, 16]	N
Retail - General	N	L[2, 11, 12, 16]	P	N	N	N
Veterinary Facility	N	N	P	P	P	N
Automotive and Vehicle Use Listings						
Auto Parts Sales	N	N	P[13]	N	N	N
Auto/Vehicle Retail Sales/Rental	N	N	C	N	N	N
Auto and Vehicle Sales, Wholesale	N	N	N	N	C	N
Auto and Vehicle Storage	N	N	N	N	C[13]	N
Car Wash and Detailing	N	N	C[10]	N	C	N
Service Stations	N	N	C	N	C	N
Vehicle Services – Major	N	N	N	N	C	N
Vehicle Services – Minor	N	N	C[10]	N	C	N
Industrial, Manufacturing, and Processing Use Listings						
Fuel Storage and Distribution	N	N	N	N	N	N
Manufacturing – Major	N	N	N	N	N	N
Manufacturing – Minor	N	N	N	N	P	N
Manufacturing – Small Scale	N	N	P	N	P	N
Personal Storage Facility	N	N	N	N	C	N
Printing and Publishing	N	N	C	C	P	N
Recycling Facility – Collection	N	N	C	P	C	N
Recycling Facility – Processing	N	N	N	N	N	N

Land Use – Use Classification	Zoning Districts					
	MDR	RMU	CMU	OPMU	OIMU	T
Recycling Facility–Scrap/Dismantling	N	N	N	N	N	N
Research and Development	N	N	N	P	P	N
Storage yards	N	N	N	N	L[14, 16]	N
Warehousing and Distribution	N	N	N	N	L[14, 16]	N

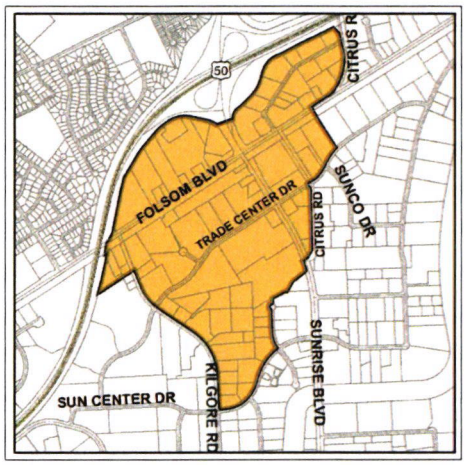
Notes:

1. *See the density restrictions in the underlying zoning district.*
2. *This use is limited as specified only in conjunction with the predominant use of the mixed use district. In other words, this use is only allowed as part of an integrated development and is permitted with approval of a Limited Use Permit by the Planning Director.*
3. *Second dwelling units shall be consistent with development standards listed in Sections 305-80 through 305-84. of the City's zoning code*
4. *Subject to the provisions for Transmission Facilities and Utility and Public Service sections of the City Zoning Code.*
5. *Subject to the provisions for Wireless Communication Facilities section of the City Zoning Code.*
6. *All forms of speaker amplification exterior to the building shall be prohibited unless authorized in combination with project approval or amendment thereto.*
7. *All activities shall occur within a completely enclosed building or shall be located behind a solid/screened enclosure directly adjacent to the building.*
8. *Maximum gross floor area is less than 5,000 square feet.*
9. *Limited to a maximum of 25 percent of the gross floor area of the integrated development.*
10. *No portion of the use shall be located within 500 feet of an intersection within the CMU District.*
11. *Limited to less than 50 percent of the gross floor area of the integrated development.*
12. *Maximum tenant space shall be 15,000 square feet.*
13. *All activity and storage must be located within an enclosed structure.*
14. *All activity must be entirely screened from public view and not within 200 feet of a residential use.*
15. *As a surface parking lot, this use is allowed with a limited use permit, but may eventually convert to a use of higher density and intensity based on development potential.*
16. *Limited Use Permit or Planning Director approval.*

PERMITTED USES FOR FOLSOM BOULEVARD OVERLAY DISTRICTS

Permitted Uses for the Convention Overlay District

Table IV-2 below identifies the permitted use provisions within the Convention Overlay District. These permitted use provisions are specific and unique to the CO and supersede and replace the permitted uses of the base district. Similar uses may be determined as identified in the Nonconforming Policy Section of Chapter VIII - Implementation. Definitions of each use are established in Chapter IX - Glossary.



Permitted use provisions are symbolized in the table as follows:

- P = land use permitted by right
- L = land use permitted with approval of a Limited Use Permit
- C = land use permitted with approval of a Conditional Use Permit
- N = land use not permitted

Table IV-2 Permitted Uses in the Convention District Overlay

Land Use Category	Convention Overlay District
Residential Uses	
Caretaker Housing	C
Dwelling, Multi-Family	P1
Dwelling, Single Family	C
Dwelling, Two-Family	C
Home Occupations	C
Live-Work Facility	C
Recreation, Education, and Public Assembly Uses	
Clubs, Lodges, and Private Meeting Halls	P
Indoor Amusement/Entertainment Facility	P
Indoor Fitness and Sports Facility	C
Libraries and Museums	P
Outdoor Commercial Recreation	C
Parks and Public Plazas	P
Public Safety Facility	P
Religious Institutions	C
Schools, Private and Special/Studios	P
Schools, Public	P
Theaters and Auditoriums	P

Land Use Category	Convention Overlay District
Utility, Transportation, and Communication Use Listings	
Heliports	C
Park and Ride Facility	C
Telecommunication Facility	C
Transit Stations and Terminals	C
Utility Facility and Infrastructure	C
Retail, Service, and Office Uses	
Alcoholic Beverage Sales	C
Banks and Financial Services	P
Bars and Nightclubs	C
Bed and Breakfast Inns	C
Building Materials Stores and Yards	C
Business Support Services	C
Child Day Care Facility	C
Drive-in and Drive-through Sales and Service	N
Home Improvement Supplies	C
Hotels and Motels	P
Medical Services, General	C
Medical Services, Extended Care	C
Medical Services, Hospitals	C
Offices, Business and Professional	P
Offices, Accessory	P
Personal Services	P
Restaurants	P
Retail, Accessory	P
Retail, General	P
Veterinary Facility	C
Automobile and Vehicle Uses	
Auto and Vehicle Sales and Rental	C2
Car Washing and Detailing	C
Service Stations	C

Land Use Category	Convention Overlay District
Vehicle Services, Minor	C
Industrial, Manufacturing, and Processing Uses	
Manufacturing – Small Scale	C
Printing and Publishing	C
Research and Development	C

Notes:

1. *The use is permitted in conjunction with the predominant use of the underlying Base District. In other words, this use is only allowed as part of an integrated development.*
2. *Rental only.*

Permitted Uses for Transit-Oriented Development (TOD) Overlay Districts

Permitted uses for properties within a TOD Overlay District are determined by the base district. See Table IV-1 Permitted Uses for Folsom Boulevard Base Districts.

D. DEVELOPMENT STANDARDS

The development standards for the Plan Area are organized into two categories: General Development Standards that apply to the areas outside the Pulse Points, and Form-Based Development Standards that apply to the areas within the Pulse Points.

GENERAL DEVELOPMENT STANDARDS (OUTSIDE PULSE POINTS)

Properties in the Plan Area that are outside the Pulse Point boundaries are subject to the Development Standards for their base land use designations, as contained in the Citywide Zoning Code. Variations on these development standards occur for projects designated Transportation Corridor (T), and projects located within the Convention Overlay District of the Transit Oriented Development (TOD) Overlay District; there variations are expressed in Table IV-5, Table IV-6, and Table IV-7, respectively.

FORM BASED DEVELOPMENT STANDARDS (WITHIN PULSE POINTS)

The Form Based Development Standards contained in this section apply to the properties that are within the Pulse Point boundaries. (The Pulse Point boundaries are designated on the Regulating Plan figures.) Unlike traditional development standards that determine development standards based on land use designation, Form-Based Development Standards are based on a Regulating Plan. Figure IV-4 illustrates the Regulating Plan for the entire Plan Area; Figures IV-5 through IV-9 enlarge the Regulating Plan to focus on each of the Pulse Points.

Implementation of the Regulating Plan has the following advantages:

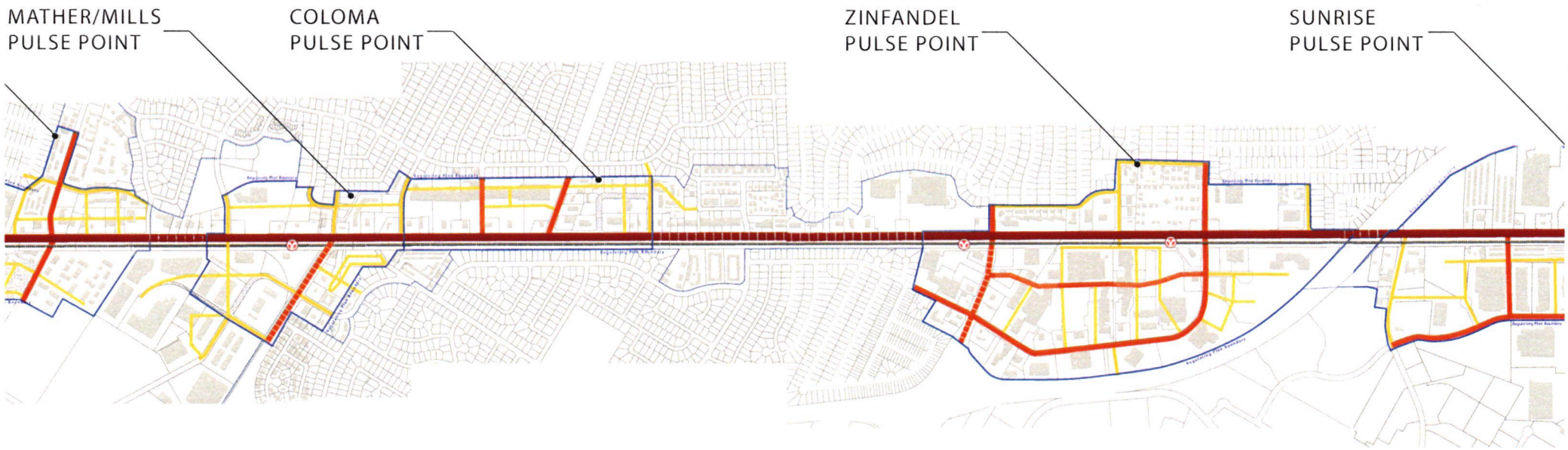
- Creates an internal street network that reduces vehicular traffic on Folsom Boulevard and the need for individual curb-cuts for each project;

- Allows connectivity between adjacent parcels for multi-modal access (vehicles, bicycles, and pedestrians);
- Creates more connectivity to Light Rail Transit Stations;
- Creates a more pedestrian and bicycle friendly environment; and
- Allows for a greater intensity of development and the potential to reduce surface parking lots.

Regulating Plan

The Regulating Plan identifies the desired roadway network to serve the Folsom Boulevard Area within each Pulse Point. This roadway network is critical to the successful revitalization of Folsom Boulevard since it creates the underlying framework for new development to occur. Each individual project will be required to implement the applicable portions of the Regulating Plan.

A necessary part of a successful roadway network is how land uses adjacent to the roadway interface with the street. Land uses will be required to meet design standards that reinforce the local street network and multi-modal aspects of the plan.



oint
reas

Main Street
Location Adjustable

Local Street
Location Adjustable

Arterial Street
Location Adjustable

Existing Building
Vacated street

Existing LRT Station
Regulating Plan Boundary

Figure IV-5 Enlarged Regulating Plan Routier/ La Loma Pulse Point

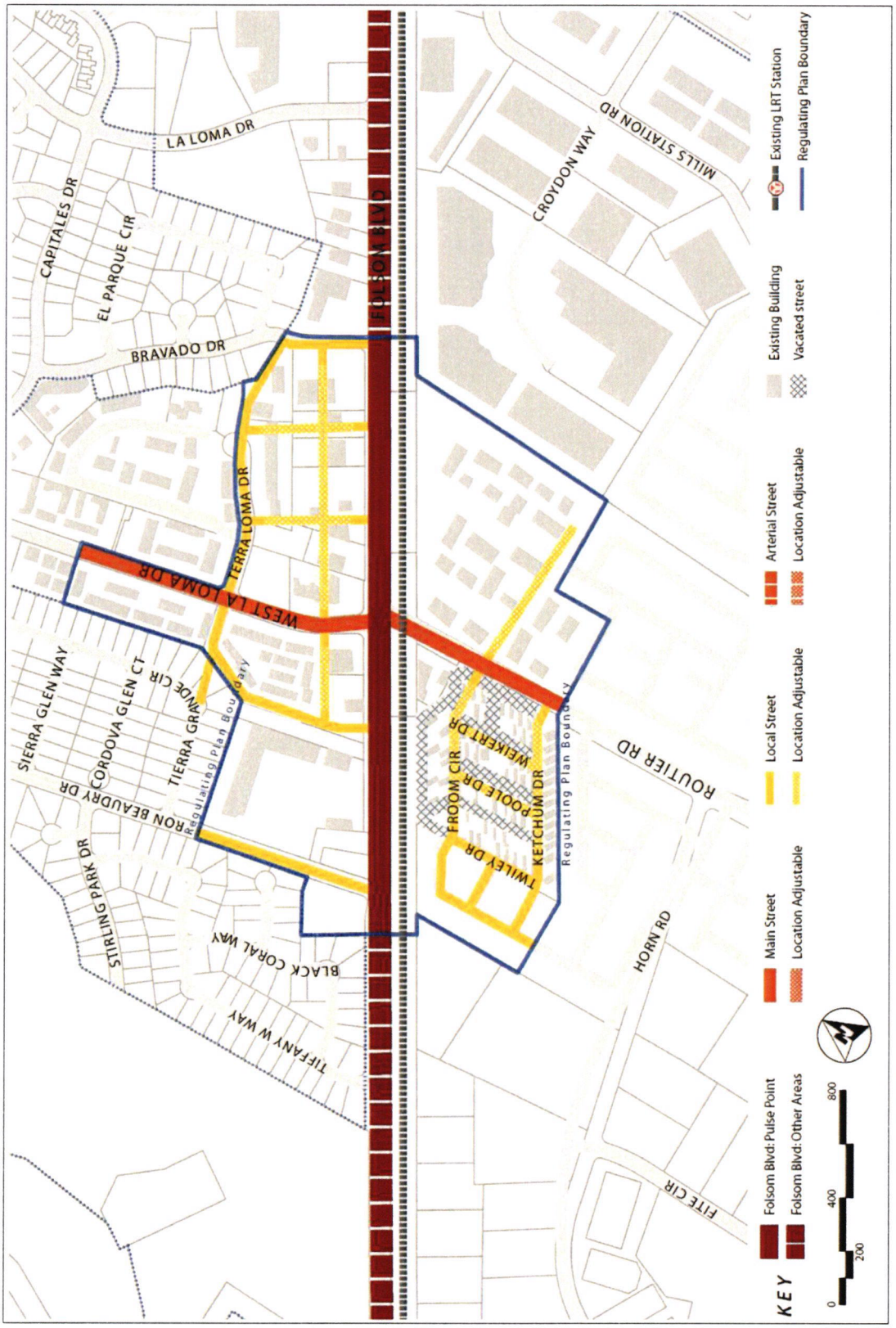


Figure IV-6 Enlarged Regulating Plan Mather/Mills Pulse Point

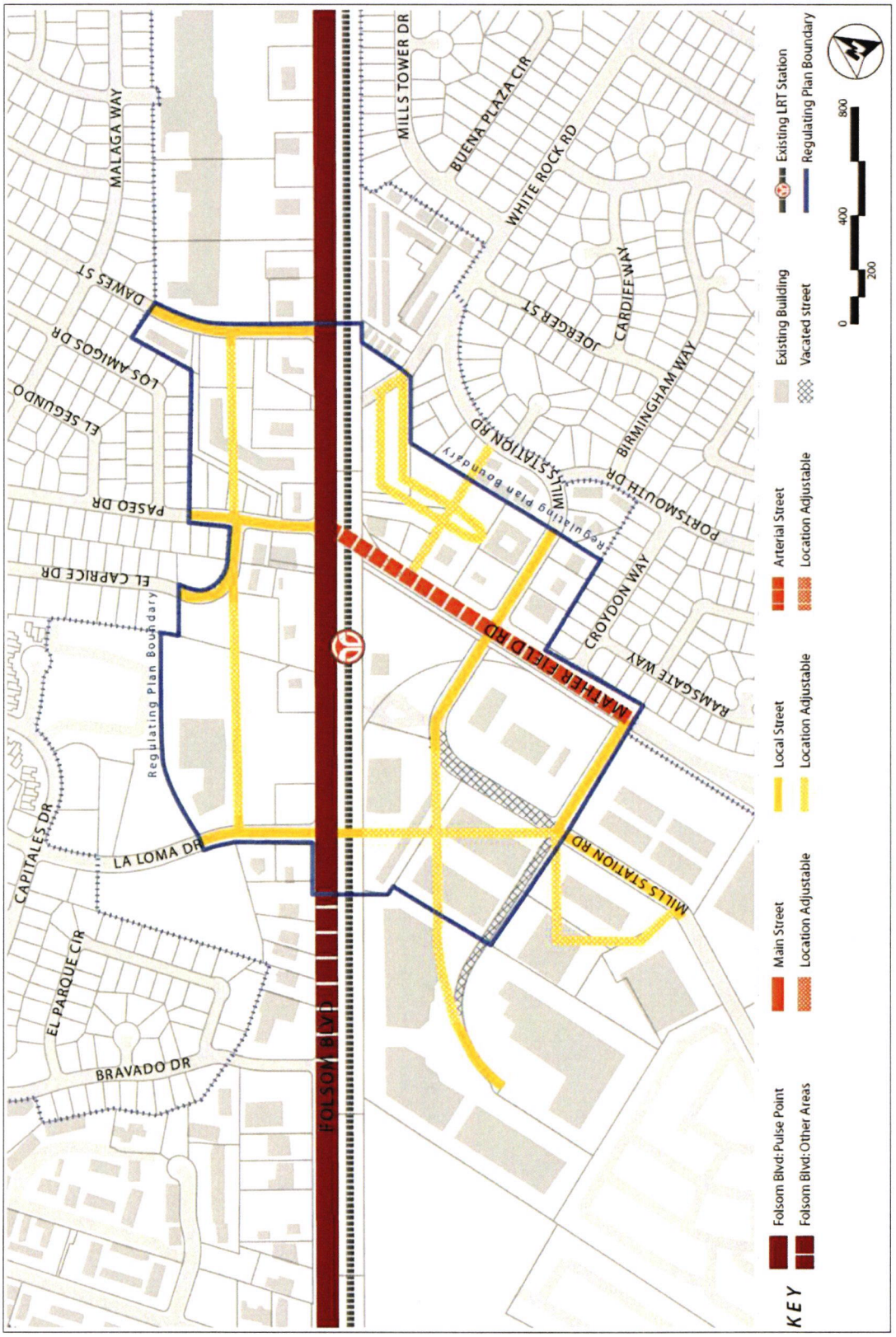


Figure IV-7 Enlarged Regulating Plan Coloma Pulse Point

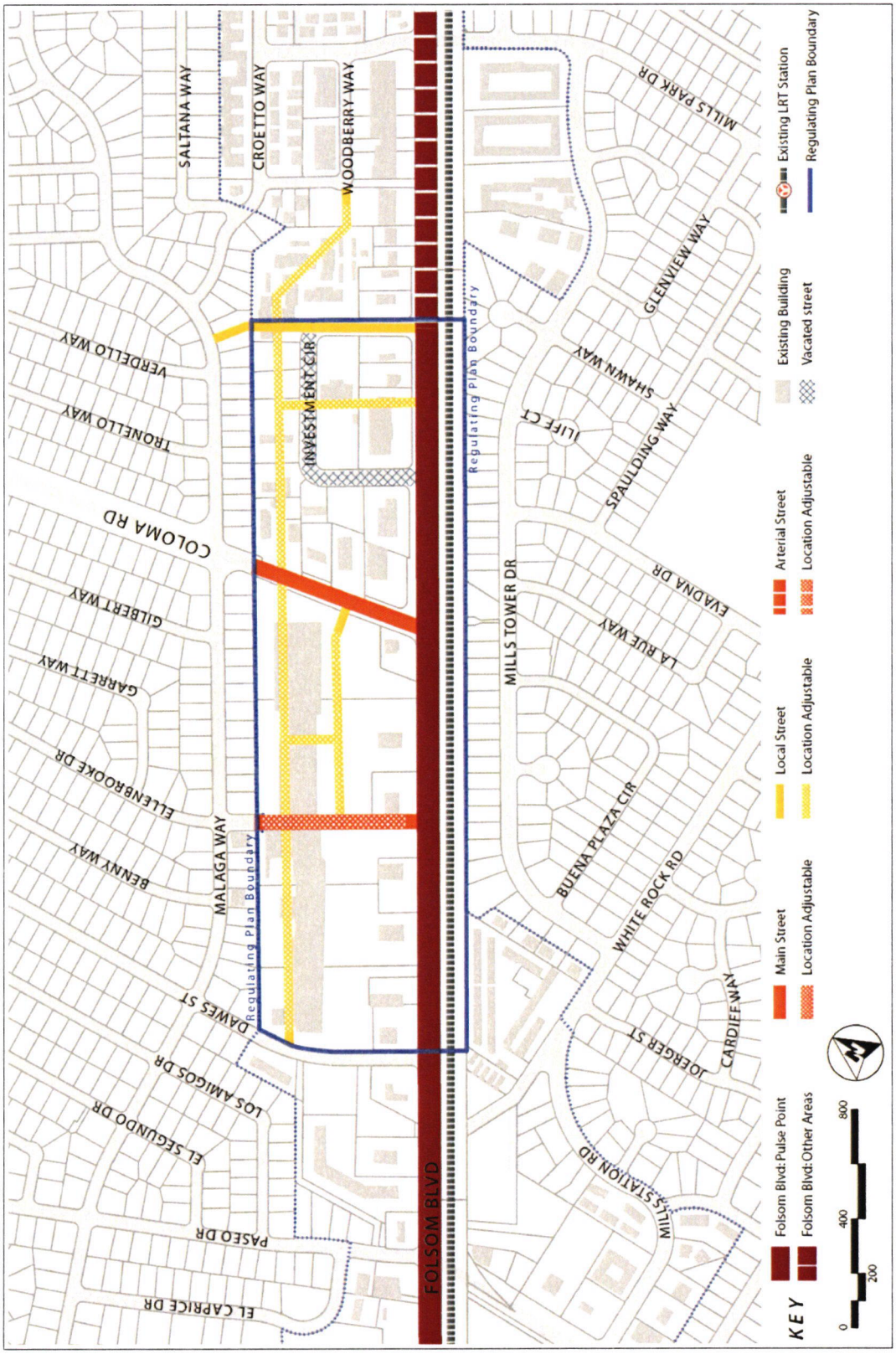
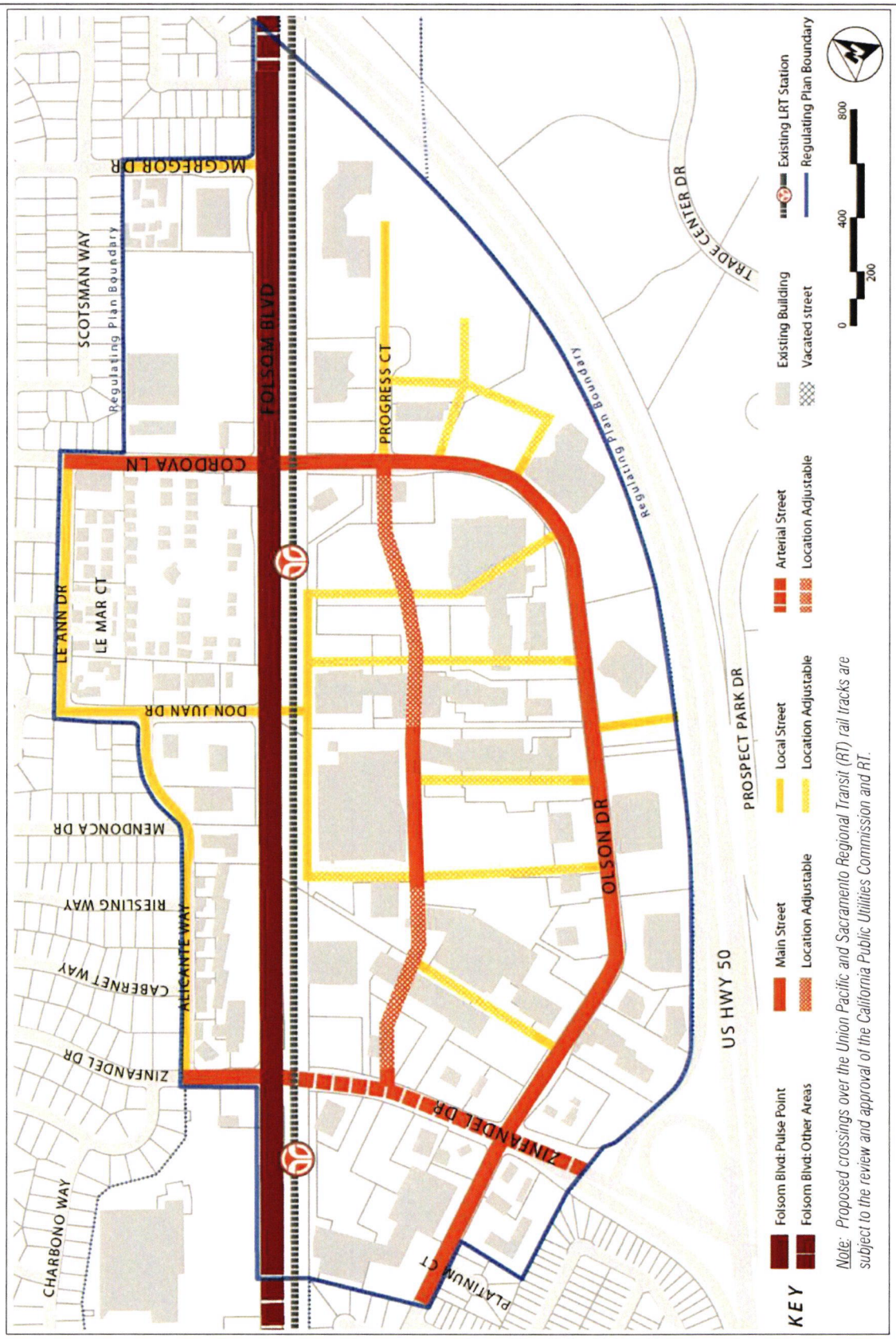
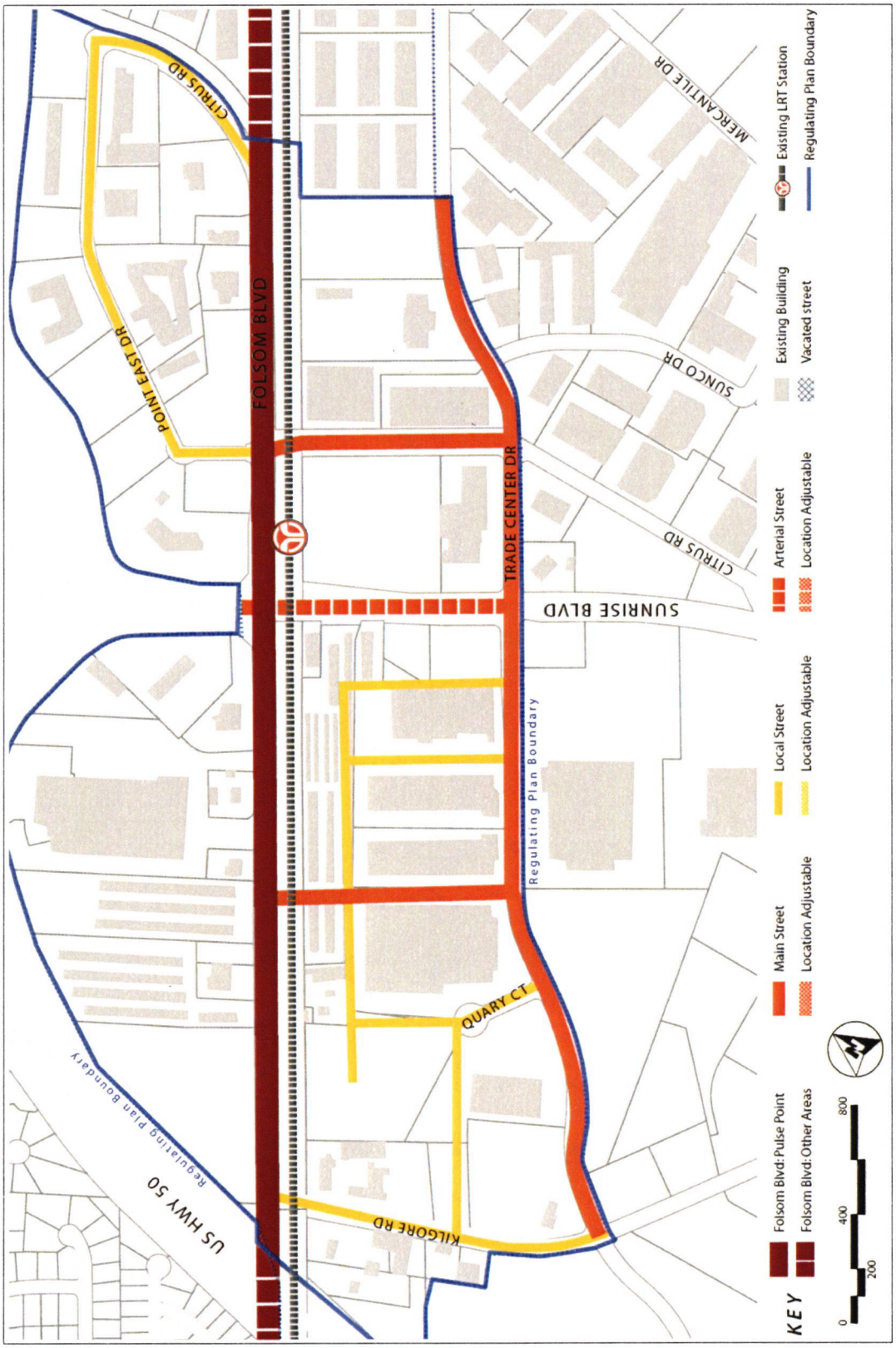


Figure IV-8 Enlarged Regulating Plan Zinfandel Pulse Point



Note: Proposed crossings over the Union Pacific and Sacramento Regional Transit (RT) rail tracks are subject to the review and approval of the California Public Utilities Commission and RT.

Figure IV-9 Enlarged Regulating Plan Sunrise Pulse Point



Form Based Development Standards

The Form Based Development Standards are contained in Tables IV-3 through IV-7 below. All developments within the Pulse Point boundaries of the Plan Area will be subject to the requirements in Table IV-3: Form Based Development Standards, and Table IV-4: Development Standards by Frontage Type. Variations on these development standards occur for projects designated Transportation Corridor (T), and projects located within the Convention Overlay District of the Transit Oriented Development (TOD) Overlay District; there variations are expressed in Table IV-5, Table IV-6, and Table IV-7, respectively.

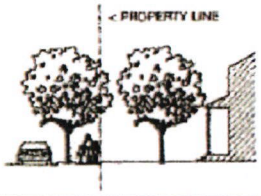
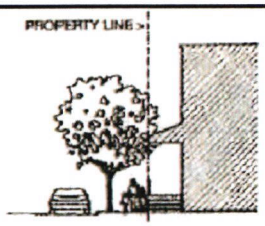
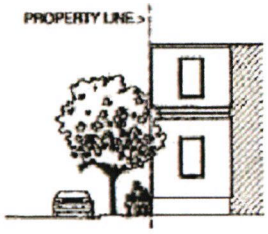
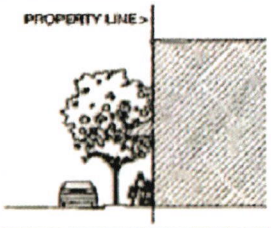
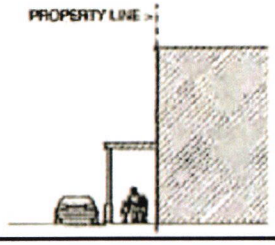
Table IV-3 Form Based Development Standards

Standard	Requirements by Street Frontage		
	Folsom Boulevard: Pulse Point/Main Street	Local Street	Folsom Boulevard/Arterial Street
Connectivity	Maximum block length/ perimeter: 600'/2,000' Through block pedestrian connection: 350 ft minimum Cul de sacs prohibited	Maximum block length/ perimeter: 400'/1,500' Through block pedestrian connection 200 ft minimum Cul de sacs prohibited	Maximum block length/ perimeter: 660'/2,640' Through block pedestrian connection 350 ft minimum Cul de sacs prohibited
Density	Refer to density ranges of base or overlay district, as applicable.		
Lot Size	NA	1,200 sf minimum	NA
Setbacks			
Front	No minimum Maximum shall be no more than 10 ft. except forecourt frontage may be 20 ft	Minimum of 6 ft for dwelling	No minimum Maximum shall be no more than 10 ft. except forecourt frontage may be 20 ft
Side	No minimum required	Minimum of 5 ft	No minimum required
Rear	No minimum required, except when abutting Single Dwelling Residential Zone where minimum is 20 ft.	Minimum of 10 ft	No minimum required, except when abutting Single Dwelling Residential Zone where minimum is 20 ft.
Parking	NA	Minimum of 20 ft for garage or parking	NA
Lot Coverage	50% minimum	50% maximum	
Building Height	65 ft/ 4 stories maximum 20 ft minimum	45 ft/ 3 stories maximum	65 ft/ 4 stories maximum 20 ft maximum
Parking Standards	[Coordinate with Specific Area Plan]		

Parking Lot Perimeter Treatment	All surface parking located between the building and the street must have a landscape buffer not less than five feet in width, consisting of groundcover, trees and shrubs measuring at least 3 feet high. A three foot high wall or planter may be substituted for shrubs. Groundcover and trees must still be provided.	All surface parking located between the building and the street must have a landscape buffer not less than seven feet in width, consisting of groundcover, trees and shrubs measuring at least 3 feet high. A three foot high wall or planter may be substituted for shrubs. Groundcover and trees must still be provided.	
Frontage Types (See Table IV-4)	▪ Stoop ▪ Forecourt ▪ Storefront ▪ Gallery	▪ Front yard & porch ▪ Stoop	▪ Stoop ▪ Forecourt ▪ Storefront ▪ Gallery
Minimum Building Frontage	80%	50%	30%
Street Level Fenestration	The wall area between two and ten feet above grade shall have at least 75% fenestration	The wall area between two and ten feet above grade shall have at least 50 percent fenestration	The wall area between two and ten feet above grade shall have at least 75 percent fenestration
Upper Level Fenestration	The wall area between three and eight feet as measured from that story's finished floor level shall have at least 25 percent fenestration	The wall area between three and eight feet as measured from that story's finished floor level shall have at least 25 percent fenestration	The wall area between three and eight feet as measured from that story's finished floor level shall have at least 25 percent fenestration.
Awnings, Canopies	Awnings, canopies, recesses or similar pedestrian shelters shall be provided along at least 60% of the building's ground floor level where the building abuts a sidewalk, plaza, pedestrian access way or outdoor seating area		

Development Standards by Frontage Type

Table IV-4 Development Standards by Frontage Type

	Frontage Types
1. Front Yard and Porch. The building façade is set back from the property line (frontage line) as required by the applicable zone, with a front porch providing a covered entry. A fence or wall not more than 36 inches high may define the private space of the year. Porches shall be at least six feet deep and 12 feet wide and may be elevated no more than 36 inches above the surrounding grade.	
2. Stoop. The building façade is placed close to the property line with the ground floor either elevated a minimum of 24 inches (but no more than 36 inches) above the sidewalk, or the façade is up to 10 feet from the back of the sidewalk, with an optional low fence not more than 36 inches at the back of the sidewalk. This type is suitable for ground floor residential uses with minimal setbacks.	
3. Forecourt. Most of the building façade is at the property line with a portion of the façade set back. The resulting forecourt is suitable for gardens, restaurant seating, or an entry plaza. This type should be used sparingly and in conjunction with other Frontage Types, as an extensive setback deters pedestrians. Trees within Forecourts should be placed to have their canopies overhang the street's sidewalk. A low wall of fence no greater than 36 inches high may also be placed at the property line.	
4. Storefront. The building façade is placed at or close to the property line with the building entrance (which may be recessed) at sidewalk grade. This Frontage Type is intended for retail uses and is commonly equipped with an awning. An awning extending over the public sidewalk requires City approval. Transparent windows shall occupy at least 65% of the first floor wall area of each storefront.	
5. Gallery. A gallery is a storefront with an attached colonnade that projects over a sidewalk. This Frontage type is intended for retail use, but only when the sidewalk is fully covered by the arcade so that a pedestrian must walk under it. The City must approve any portion of the structure that extends into the public right of way.	

Special Development Standards

Transportation Corridor (T) Zone Development Standards

Except as otherwise provided by state and federal law or as otherwise regulated by another governing body recognized by the state as having land use authority over the property, the following development standards are applicable to the T zone.

Table IV-5 Development Standards for Transportation Corridor (T) Zone

Development Standard	T
Setbacks	
Front	25 ft.
Street-side	25 ft.
Interior and Rear	10 ft.
Height Limit	
Primary Structures	45 ft.

Convention Overlay District Development Standards

To supplement the standards set forth in this chapter, the following development standards are applicable to property in the Convention Overlay District.

Table IV-6 Development Standards for the Convention Overlay District

Development Standard	Convention Overlay District
***See Tables IV-3 and IV-4 for all development standards except for height limit as listed below:**	
Height Limit	
Primary Structures	No maximum[1]

1. *While there is no height maximum, the regulations of the Federal Aviation Administration (FAA) limit the height of structures to between 150 and 350 feet based on location. See the Safety Element of the General Plan for more information. FAA approval is required for all structures over 150 feet in height.*

Transit Oriented Development (TOD) Overlay Development Standards

The following development standards are applicable to projects within the TOD Overlays. These standards, along with other development standards (e.g., landscaping requirements, parking standards) in this Specific Plan and Citywide Design Guidelines, are intended to assist property owners and project designers in understanding the City's minimum requirements and expectations for high quality development. Where site development standards listed herein are in conflict with the site development standards in other land use categories of this Plan, these standards shall apply. The Designated Approving Authority will review development applications against these standards to determine compliance with applicable development regulations.

Table IV-7 Development Standards for TOD Overlay Districts

Development Standard	TOD Overlay Minimum	Maximum
Density[1]	20.0 du/ac	80.0 du/ac
Floor Area Ratio[2]	0.50	3.0
Height	No minimum	No maximum[3]

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.*
2. *Includes residential uses and square footage. See Chapter IX-Glossary for a definition of Floor Area Ratio (FAR).*
3. *While there is no height maximum, the regulations of the Federal Aviation Administration (FAA) limit the height of structures to between 150 and 350 feet based on location. See the Safety Element of the General Plan for more information. FAA approval is required for all structures over 150 feet in height approval is required for all structures over 150 feet in height.*

PARKING STANDARDS

Parking standards provided in this section are unique to the FBSP and are intended to allow for more flexibility and to respond to unique parking needs of mixed-use development. The standards in this section apply to all FBSP base and overlay districts. Unless specifically provided in this section, the parking requirements in City's zoning code shall apply. Standards for off-street loading and unloading are provided in the Citywide Zoning Code.

Table IV-8 Vehicle and Bicycle Parking Standards for FBSP Zoning Districts

Land Use Type	Parking Ratios (Minimum) Vehicular	Bicycle[1]
Residential Uses		
Single-family (attached or detached)	2 spaces / du	1 space/ du
Multi-family		
Studio/One bedroom	1.25 spaces/ du	1 space/ du
Two bedroom	1.5 spaces/ du	1.25 spaces/ du
Three or more bedroom	1.75 spaces/ du	1.50 spaces/ du
Visitor	0.25 spaces/ du	
Community Service Uses	Refer to Off-Street Parking in City Zoning Code	
Retail, Service, and Office Uses [2]		
Accessory or related retail, service and office	See corresponding parking requirement	
Retail and service (general)	3.7 spaces/ 1000 sf	0.3 spaces / 1000 sf

Land Use Type	Parking Ratios (Minimum)	
	Vehicular	Bicycle[1]
Bulky materials stores (e.g., home improvement, appliances)	2.0 spaces/1000 sf	0.2 spaces/ 1000 sf
Office	3.5 space/ 1000 sf	0.4 spaces/ 1000 sf
Motel	1.0 space/ room	0.1 spaces/ room
Equipment, nursery, lumber storage, rental or sales	1.0 space/ 1000 sf (site)	0.2 spaces/ 1000 sf (site)
Automotive and Vehicle Uses		
Service station with convenience store	3.7 spaces/ 1000 sf [3]	0.2 spaces/ 1000 sf
Service/Repair	3.0 spaces/service bay	0.2 spaces/ 1000 sf
Auto/Vehicle retail sales/Rental	1.0 space/ 1000 sf (site)	0.2 spaces/ 1000 sf (site)
Industrial, Manufacturing & Processing Uses		
Industrial (general)	1.5 spaces/ 1000 sf	0.2 spaces / 1000 sf
Manufacturing	1.7 spaces/ 1000 sf	0.2 spaces/ 1000 sf
Warehousing/storage	0.5 spaces/ 1000 sf	0.1 spaces/ 1000 sf
Research and Development/Laboratories	3.0 spaces/ 1000 sf	0.3 spaces/ 1000 sf

Notes:

1. *a) Bicycle parking is not required if residential structures has access to an enclosed garage.*

   b) All required residential bicycle parking shall be covered and enclosed in a secure lockable area (e.g., individual bike locker, covered and gated enclosures, indoor bicycle room).

   c) A minimum of 50% of all non-residential bicycle parking shall be covered and enclosed in a secure lockable area (e.g., .individual bike locker, covered and gated enclosures, indoor bicycle room).

   d) Exceptions to bike parking requirements may be permitted through the CUP or the Special Review of parking processes.
2. *Maximum parking for retail, service, and office uses is 5 spaces/1000 square feet. Exceptions may be allowed for Special Review of Parking.*
3. *Parking adjacent to gas pumps shall not be used to satisfy this requirement.*

Parking Reductions

(a) Parking reductions from the above standards may be permitted with a Special Review of Parking (under the parking requirements in the City's Zoning Code) and shall take into consideration the following factors:

(1) The combination of land uses results in varying peak parking demands.

(2) Availability of on-street parking adjacent to the site or within walking distance.

(3) Proximity of transit facility (bus lines or light rail stops).

(4) Other special considerations that reduce parking demand.

(b) The following parking reductions are permitted, by right (without a Special Review of Parking):

(1) Each on-street parking space immediately adjacent to the site may be used towards satisfying commercial parking requirements.

(2) Visitor parking is not required for residential projects integrated with commercial or office projects.

(3) The proximity of transit facility allow one the following parking reductions:

(aa) Ten percent reduction for bus-stop adjacency;

(bb)Twenty percent reduction for light-rail stop adjacency; and

(cc) Ten percent reduction for project within one quarter- mile of light rail stop.

I'm not a big property owner. I own my house and one building. I have been self-employed my whole life. Sometimes my wife would say to me, "You don't have any life insurance." I would always reply, "That's okay we have our building. If something happens to me the building will take care of you". Sometimes she would say, "You don't have any retirement." I would always reply, "That's okay we have our building."

Now the city council has taken my building by rezoning it to RMU (Residential Mixed Use). I was told they did this because they believe there is too much retail in Rancho Cordova. So my parcel, with a now non-conforming retail building on it, is required to eventually have at least 50% apartments.

<u>So the city council thinks we need more apartments! Don't we have too many apartments already? Isn't our over abundance of apartments a bigger problem than too much retail? The retail buildings provide jobs, convenience of shopping for the local neighborhoods and sales tax revenue for the city. Isn't that better than having more apartments?</u>

Possible solution:

1. Make RMU the same as CMU.
2. Remove the "at least 50% apartments" requirement.
3. Take away the "non-conforming" status.