

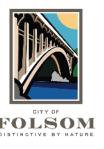
Targeted Mixed-Use and Multi-Family Housing Study

### Recommendations

Folsom, CA

Presentation to City Council

July 26, 2022





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## Introduction



### Project background

#### **Key Facts**

Project will provide recommendations for targeted changes to zoning and to the General Plan and Folsom Plan Area Specific Plan

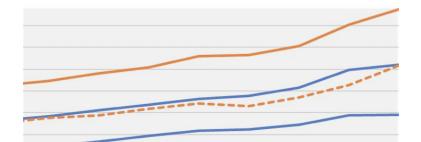
Recommendations will be tailored to:

- East Bidwell Mixed-Use Overlay Zone
- Folsom Boulevard Light Rail Station areas
- Folsom Plan Area's New Town Center

Study area excludes historic district and historic district station



### The issues



High housing demand with limited housing stock results in unaffordability for children of longtime residents, seniors who want to downsize or who don't drive as often, and people who work in Folsom



Folsom's housing supply doesn't provide enough options for diverse lifestyles, including for residents who want to live a compact, walkable and transit-oriented lifestyle



One of the barriers to the production of diverse housing options is regulatory standards that end up making a site infeasible to develop as housing or that result in unattractive development

### The Issues (continued)

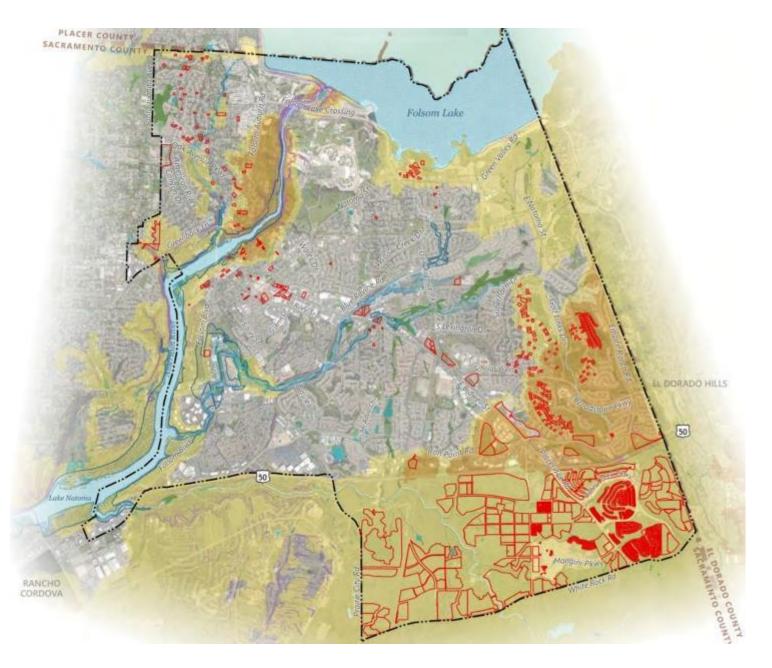
#### **Issues**

#### City's Share of Regional Housing Need

- 6,383 housing units
- Of those, 3,567 must be affordable units

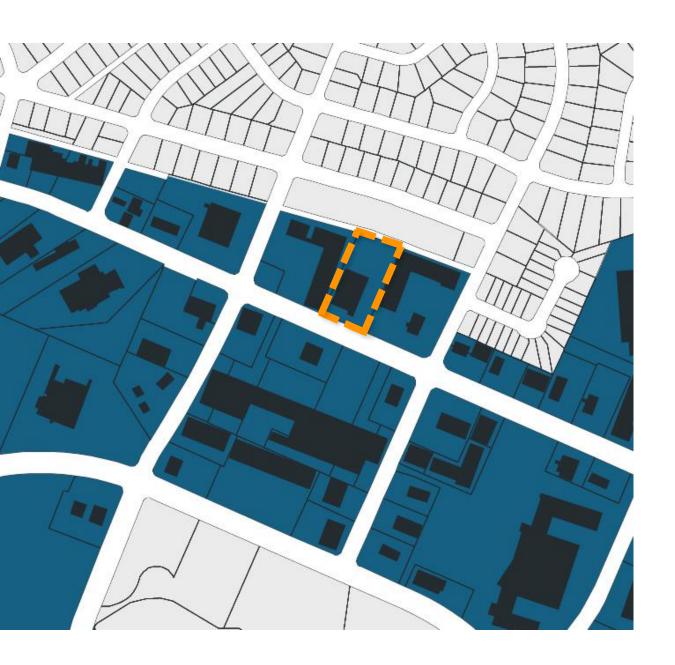
### State "No Net Loss" Requirement

- Must have enough sites zoned for 30 du/ac for affordable development
- If market-rate development, City must rezone additional sites
- City has extra capacity now
- By end of the year that extra capacity may be gone



# Opportunities





# Opportunity site 1

East Bidwell Corridor:
Snowline Hospice
Thrift Store

## Existing conditions





## What we heard from the community

**Height:** 3 to 4 stories feels about right. Could consider allowing taller buildings, such as 5 stories, at corners

Massing: Small to medium width and bulk





### Site design concept

### **Two courtyard buildings**

Courtyard building form creates a semi-private open space as a buffer from the corridor environment

A new pedestrian pathway provides access to rear courtyard



Above: Conceptual site plan. Arrow indicates vantage point for perspective rendering.

| # of Units (du)    | 82                   |
|--------------------|----------------------|
| # of Buildings     | 2                    |
| Bldg type          | Courtyard            |
| Height (stories)   | 3-4                  |
| Bldg width (ft)    | 140                  |
| Bldg depth (ft)    | 100                  |
| Density (du/ac)    | 59                   |
| FAR                | 1.0                  |
| Parking (sp/du)    | 1.0                  |
| Parking type       | Surface + tuck-under |
| Front setback (ft) | 15                   |
| Lot width (ft)     | 170                  |
| Lot depth (ft)     | 350                  |
| Lot area (ac)      | 1.4                  |

## Potential built form (style example A)



## Design elements

Open space

**Pedestrian entries** 

Building height steps down towards street

**Upper story within roof form** 

Shopfront frontages



## Potential built form (style example B)



## Design elements

Open space

**Pedestrian entries** 

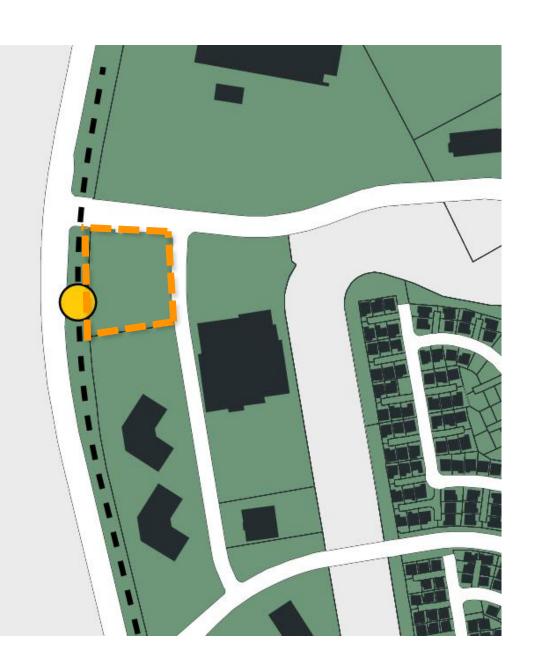
Building height steps down towards street

Shopfront frontages



## Current regulatory barriers to development

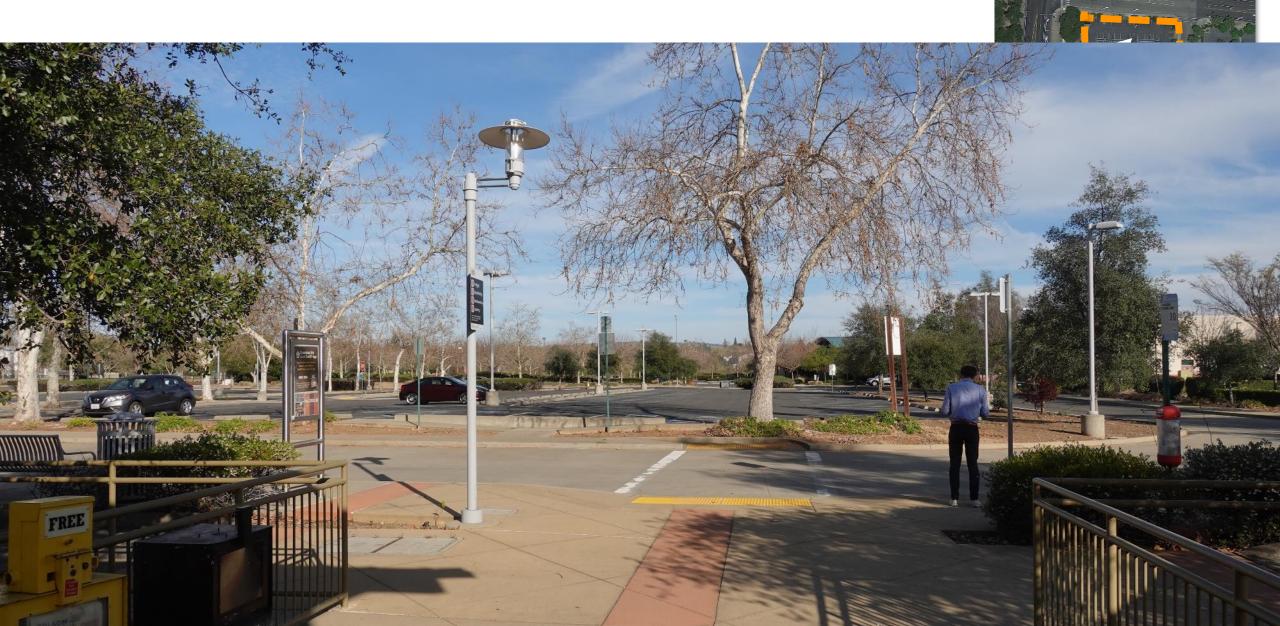




# Opportunity site 2

Glenn Station: Park-and-Ride parking lot

## Existing conditions



### What we heard from the community

Height: 5 stories feels about right

Massing: Medium or large building width

Other: Important to support light rail with higher intensity development at this location; consider design guidelines to help ensure attractive design; maintain parking for station







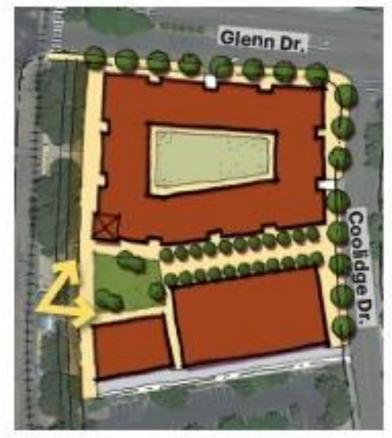


### Site design concept

## Three buildings framing a public green and paseo

Two 5-story podium residential buildings

One 4-story stick-frame mixed-use building

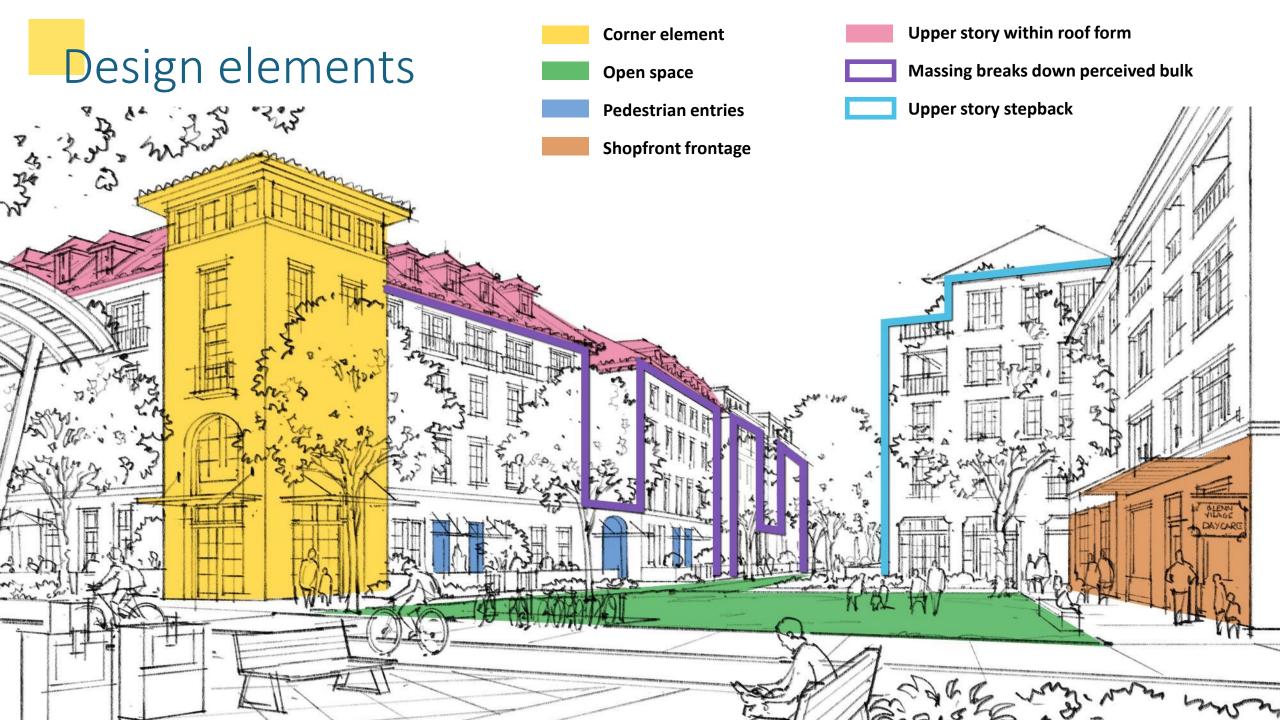


Above: Conceptual site plan. Arrow indicates vantage point for perspective rendering.

| Site Test Assumpti | ons + Yields          |  |
|--------------------|-----------------------|--|
| # of Units (du)    | 305                   |  |
| # of Buildings     | 3                     |  |
| Bldg type          | Podium and corridor   |  |
| Height (stories)   | 4-5                   |  |
| Bldg width (ft)    | Range from 90-200     |  |
| Bldg depth (ft)    | Range from 60-280     |  |
| Density (du/ac)    | 112                   |  |
| FAR                | 2.0                   |  |
| Parking (sp/du)    | 1.1                   |  |
| Parking type       | Podium and tuck-under |  |
| Front setback (ft) | 10                    |  |
| Lot width (ft)     | 315                   |  |
| Lot depth (ft)     | 370                   |  |
| Lot area (ac)      | 2.7                   |  |

### Potential built form





### Current regulatory barriers to development



Maximum allowed: 4 stories

Shown: 5+ stories

### **Setbacks**

Minimum: 20 ft front, 15 ft side

Shown: 10 ft front and side

### **Parking requirements**

Minimum: 1.5-2.5 spaces/unit

Shown: 1.1 spaces/unit

### **Density**

Maximum: 30 du/acre

Shown: 112 du/acre





# Opportunity site 3

Folsom Plan Area: **New Town Center** 

## Existing conditions



### What we heard from the community

Height: 3 stories up to 6 stories

Massing: Medium scale and bulk

Other: Transition in scale from highest intensity at the mixed-use center to lower intensity at residential edges





### Site design concept

### Range of building scales

5-6 story podium buildings facing the public open space at the heart of the town center

4 story apartments

3 story multiplexes



Above: Conceptual site plan developed for site testing

| Site Test Assumptions + Yields |                             |  |  |
|--------------------------------|-----------------------------|--|--|
| # of Units (du)                | 439                         |  |  |
| Retail area (sf)               | 78,000                      |  |  |
| # of Buildings                 | 12                          |  |  |
| Bldg type                      | Podium, corridor, multiplex |  |  |
| Height (stories)               | 3 to 6                      |  |  |
| Bldg width (ft)                | Ranges from 40 to 250       |  |  |
| Bldg depth (ft)                | Ranges from 60 to 240       |  |  |
| Density (du/ac)                | 90                          |  |  |
| FAR                            | 1.8                         |  |  |
| Parking (sp/du)                | 1.1 + 1 per 1,000 sf retail |  |  |
| Parking type                   | Podium and surface          |  |  |
| Front setback (ft)             | 5-15                        |  |  |
| Lot width (ft)                 | 380                         |  |  |
| Lot depth (ft)                 | 620                         |  |  |
| Lot area (ac)                  | 4.9                         |  |  |

### Potential built form

### **Envisioned in Folsom Plan Area Specific Plan**











## Design elements

### **Envisioned in Folsom Plan Area Specific Plan**



Breaks in wall plane to reduce perceived bulk

Façade articulation wraps building corners

Pedestrian entries to residential units





### Current regulatory barriers to development



Maximum allowed: 50 feet

Shown: 70 feet

### **Parking requirements**

Minimum required: 1.5-2.5 sp/unit + 3 sp/1000 sf retail

Evaluated for feasibility: 1.1 sp/unit + 1 sp/1000 sf retail

### **Density**

Maximum: 30 du/acre

Evaluated for feasibility: 90 du/acre

# Analysis





Recommendations for the East Bidwell Study Area



### Targeted changes to existing standards

| Regulation                           | Existing Standard        | Proposed Adjustment  | Rationale   |
|--------------------------------------|--------------------------|--|---|
| Building height                      | 4 stories (50 ft) max.   | 5 stories max. on corner sites   | Create nodes of intensity   |
| Front setback                        | None required            | Build-to line of 5-10 ft min. to 15-20 ft max.   | Ensure building meets the street and allows room for building frontage  |
| Parking for Multi-<br>Unit Dwellings | 1.5 spaces per unit min. | 0.7-0.9 space per unit min.  | Improve development feasibility   |
| Parking for Retail                   | 1 space per 200 sf min.  | Allow small retail spaces in mixed-<br>use buildings to pool parking<br>space with adjacent parcels rather<br>than providing them onsite | Enable mixed-use development and improve development feasibility  |
| Density                              | 20-30 du/acre            | 60-80 du/acre max., or eliminate density standard  | Higher density improves feasibility and attainability; eliminating density standards can enable more predictable built outcomes |





## Recommendations for Folsom Blvd. TOD **Study Area**

### Targeted changes to existing standards

| Regulation                           | Existing Standard                                  | Proposed Adjustment   | Rationale   |
|--------------------------------------|--|---|---|
| Building height                      | 4 stories (50 ft) max.                             | Up to 5 stories max., and up to 7 stories max. at TOD sites             | Maximize potential for new housing in prime transit-oriented area   |
| Front setback                        | 20' min.   | Build-to line of 5-10 ft min. to 15-20 ft max.                          | Ensure building meets the street and allows room for building frontage  |
| Side street setback                  | 15' min.   | Build-to line of 5-10 ft min. to 15 ft max.                             | Ensure building meets the street and allows room for building frontage  |
| Parking for Multi-<br>Unit Dwellings | 1.5-2.5 spaces per unit min. (varies by unit size) | 0.5-0.75 spaces per unit min. at TOD sites; 1 space/unit min. elsewhere | Improve development feasibility   |
| Density                              | 20-30 du/acre                                      | 100-120 du/acre max., or eliminate density standard                     | Higher density improves feasibility and attainability; eliminating density standards can enable more predictable built outcomes |



Recommendations for the 3 **New Town Center Study Area** 



# Targeted changes to existing standards

| Regulation                           | Existing Standard        | Proposed Adjustment                                | Rationale   |
|--------------------------------------|--------------------------|--|---|
| Building height                      | 50 ft max.               | 70 ft max.   | Align with vision of Specific Plan and create intensity at town center  |
| Parking for Multi-<br>Unit Dwellings | 1.5 spaces per unit min. | 1 space per unit min.                              | Improve development feasibility   |
| Density                              | 9-30 du/acre             | 80-100 du/acre max., or eliminate density standard | Higher density improves feasibility and attainability; eliminating density standards can enable more predictable built outcomes |

# Additional standards for the projects

Frontage types

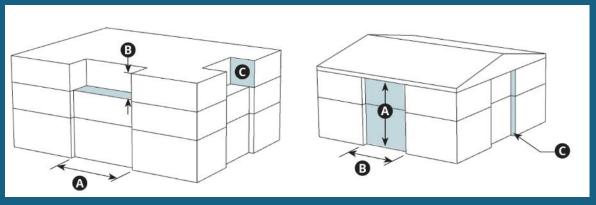
**Building types** 

Massing and articulation

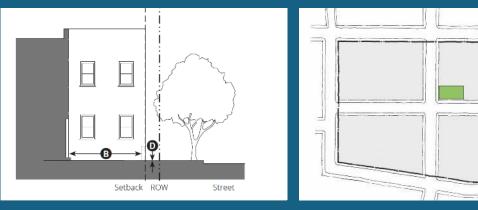
**Standards for large sites** 

**Unbundling parking** 

**Alternative mobility provisions** 



Massing and articulation standards



Frontage standards

Standards for large sites



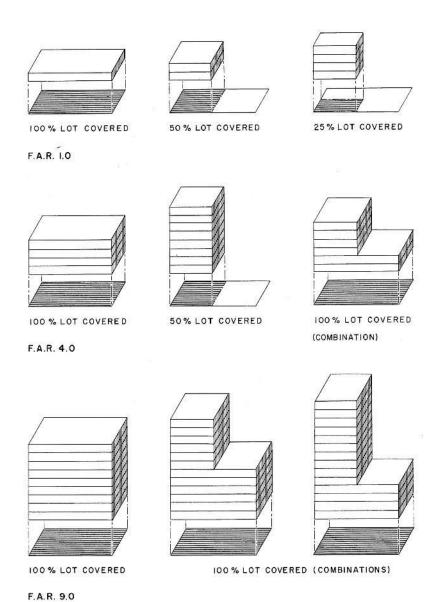
Emerging Best Practices on Density and FAR

# Regulating with FAR instead of density

**Density** alone as a regulatory tool does not always result in predictable built form. The type and sizes of dwelling units can result in buildings with similar densities and different built outcomes.

**FAR (floor area ratio)** can result in more predictable buildings especially when used with other, form-based regulations to guide the outcome of the zoning envelope.

Given density's inability to deliver predictable built form, an emerging best practice is to replace density with FAR as a regulatory tool.



# Examples from other communities

**Roseville** allows projects to meet either density or FAR, whichever is more permissive. High allowed FAR means that FAR will replace density as applicable standard for new projects.

**San Rafael** eliminated density standards for downtown in its General Plan and now relies on FAR and form-based zoning.

**El Cerrito** eliminated density standards in a Specific Plan area and established legal precedent for state density bonus projects to receive additional FAR rather than additional density.



# Recommendations



# Recommendations summary

- Increase density in these target areas up to 40 du/ac and establish minimum density of 30 du/ac
- 2. Allow use of FAR for projects exceeding density
  - a. East Bidwell Corridor: FAR 1.5
  - b. TOD Station Areas (Glenn and Iron Point): FAR 2.0 to 4.0
  - c. Folsom Town Center Area: FAR 2.0 to 4.0
- 3. Height increases
  - a. East Bidwell Corridor: 4 stories
  - b. TOD Station Areas (Glenn / Iron Point): Up to 6 stories
  - c. Folsom Town Center Area: 3 to 6 stories



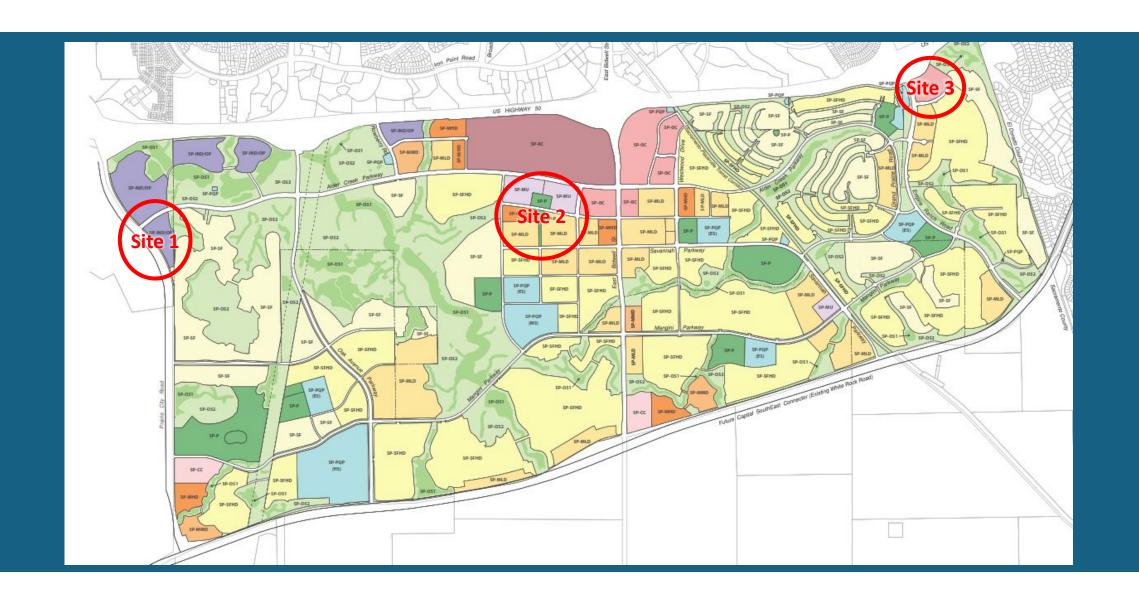


#### Recommendations summary (continued)

- 4. Changes to Development Standards
  - a. Use of build-to lines instead of setbacks
  - b. Parking reductions down to 1 space per unit if development includes:
    - i. Shared parking agreement; or
    - ii. Car-share vehicle and space on-site; or
    - iii. Transit passes; or
    - iv. Micro-transit (SmaRT Ride)' or
    - v. Additional bicycling spaces/facilities

- 5. Increase in multi-family housing units in Folsom Plan Area
  - a. Contingent on availability of water and infrastructure
  - Focused on three areas: Prairie City site,
     Folsom Town Center and Empire Ranch
     Interchange site

#### Folsom Plan Area



# Input from Planning Commission

- Supportive of staff recommendations but had additional input:
  - Supported use of FAR but wanted limit on micro-units
  - Thought FAR of 4.0 was too much for Folsom Town
     Center and station areas
  - Recommended max height of 5 stories for those areas
  - Supported parking reductions, but only if alternative parking or transportation options provided
  - Wanted range for build-to lines (e.g., 5' -10') for variety





#### Input from Planning Commission (continued)

- Liked Opticos' recommendations for objective design standards particularly:
  - Transitions with lower heights near residential
  - Stepback of upper stories
  - Breaking up massing of buildings
- Supported increasing multi-family development opportunities in the Folsom Plan Area
  - Staff should explore additional sites for multi-family there
  - Need to make sure sufficient water and infrastructure exist





# Q&A



#### Key Questions

- 1. Modest increase in density up to 40 du/ac and use of minimum density?
- 2. Use of FAR instead of density?
- 3. Height increases for each area?
- 4. Changes to development standards?
  - a. Use of build-to line instead of setbacks
  - b. Parking reductions
- 5. Objective design standards?
  - a. What are key design concerns? (Massing, scale, transitions, etc.)
- 6. Increase to multi-family housing units in Folsom Plan Area?

# Next Steps

- Technical and environmental studies over next 12 months
- Amendments to:
  - General Plan
  - Folsom Plan Area Specific Plan