

why assess the DUV?
(dkp, mc&a)

the DUV assessment process:

- one-on-one interviews
- neighborhood group meeting
- open community meeting
- input via e-mail & phone calls
- DUV document review
- other document reviews
(FT&I, DRTF, Traffic, Comp Plan, Award submittal, APA presentation)

the DUV assessment report:

introduction

- i. page-by-page
comments/suggestions
- ii. what we heard
- iii. general recommendations



what visioning graphics depicted



FRANJO ROAD - Street View

what visioning graphics depicted



what visioning graphics depicted



what proposals suggested

lack of clarity regarding:

- reserve units
- bonus stories
- design considerations
- the “vision”

i. page-by-page assessment

A. Downtown Village (DV)

Note 19A: This code doesn't appear to differentiate between the DV (Downtown Village) and DG (Downtown General). They appear to be different "in name only". The Village character is lost with heights equal to those on the Island. Furthermore, this area is directly adjacent to single-family fabric. Bonus height should be limited to one additional story, provided that no portion of the development higher than 3 stories when adjacent to Urban Neighborhood boundaries.

Sector Summary

DV Downtown Village						
Building Types	Lot Size W x D	Residential Density*	Building Height	Uses by Story	Private Open Space	
Flexible Block	160'x160' (min.)	24 du/ac	3 stories (min.) 5 stories (max.) 8 stories (with bonus)	1st 2nd+ C-R/O/R C-R/O/R Define streets where retail (and not O/R) is mandatory in 1st floor.	15% of site	
Flex Building	80'x100' (min.)	24 du/ac	3 stories (min.) 5 stories (max.) 8 stories (with bonus) (see NOTE 19)	1st 2nd+ C-R/O/R C-R/O/R	15% of site	

*Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units.

Streets and Building Placement							
Street Type	ROW	Build To Line Primary	Build To Line Secondary	Sidewalk	Bike Lanes (at Street)	Uses (at Street)	Glazing (at Street)
Franjo Road (FR)	70'	50' (from centerline of road, up to 2 stories)	65' (from centerline of road, >2 stories)	20'	Yes	C-R	70% (min)
US-1 (US1)	100'	50' (from centerline of road, up to 2 stories)	65' (from centerline of road, >2 stories)	16'	N/A	C-R O R	70% min. (C-R/O only)
Park Drive (P)	60'	30' (from centerline of road, up to 2 stories)	45' (from centerline of road, >2 stories)	10'	Yes	C-R O R	70% min. (C-R/O only)
Urban 1 (TS-U1)	50' or 60'	30' (from centerline of road, up to 2 stories)	45' (from centerline of road, >2 stories)	10'	N/A	C-R O R	70% min. (C-R/O only)

NOTE 19: The Downtown Village (DV) will set the character for the community. It is the area identified in the code as the center of the community, where residents and visitors alike will go to dine, shop, find entertainment, as well as live and work. However, the regulatory framework doesn't differentiate this area to be the most unique and special within the Village from the DG except in that it defines a lower "minimum" height. Minimums don't define differences relative to space, character or use. The Village needs to clearly define its objective for this area and the bonuses (if) offered, should be reflective of those goals. Is the intent to develop a vibrant Village center? Then bonuses (if) offered should further this principle. Is the intent to maintain a smaller-scale feel? Then the form should respond accordingly. The regulatory language for this zone, like all others, should include appropriate transition to other zones, in particular those that are less dense/intense.

Key: Commercial-Retail: C-R Office: O Residential: R



- Define and graphically represent the building types or lot types around which the DUV is organized.
- Amend density inconsistency (NV)
- Clarify incentive/bonus program (this includes re-assessing community goals/benefits)
- Amend the Sector Plan (transect)
- Amend/define Street Hierarchy plan
- Include incentives for office/workplace
- Define & assess design considerations

ii. what we heard (some of it!)

“Stop all increases”

Valid concern. The DUV does not clearly articulate or quantify the bonus program. Increases, incentives and bonuses should be halted until clearly defined and quantified in the code.

ii. what we heard

“We need to find a compromise”

True. Amending the DUV does not mean you can ignore as-of-right entitlements. Amending the DUV does not entail starting over with a “clean slate.” There are property rights that cannot be taken back. However, it is possible to realize the same economic values with varying form and intensities. Not all bonuses/incentives in the DUV appear to be expressed as base rights.

ii. what we heard

“High cost of land drives the need for more height”

Not totally accurate. Land values are usually driven by yield, supply and demand and specific market conditions. It is important to differentiate between the relationships of height and density with land values, and to understand which requirements may be driving the need for increased intensity and density. Heights may also be affected of excessive parking expectations, cost of the given construction type, and other factors.

ii. what we heard

“We need the 5389 residential units to support transit”

Arbitrary. While density is critical to the success of transit, it is not clear if the DUV will ever implement exactly 5389 (4,143 + 1246) units. As the regulations exist today, it is also not clear if these units will be in close proximity to a station and therefore supportive of transit.

There is no universally accepted set of standards for what constitutes transit-supportive densities. Success of transit will also depend of the quality of destination uses, competitive offerings, walkability, ease of transfer to other modes of transportation, and other factors besides the number of residences.

regional center

		1	2	3
		Regional Center		
		Heavy Rail	Commuter/Light Rail	Bus Rapid Transit/Bus
STATION AREA MEASURES	Gross Intensity/Density			
	Station Area Employment and Residential Units	70,000 - 95,000	45,000 - 70,000	23,000 - 45,000
	Station Area Total Residential Units	10,000 - 15,000	5,000 - 10,000	3,000 - 5,000
	Gross Residential Density (Dus/Acre)	55 - 75	35 - 55	20 - 35
	Station Area Total Employment	60,000 - 80,000	40,000 - 60,000	20,000 - 40,000
	Gross Employment Density (Jobs/Acre)	200 - 250	100 - 200	50 - 125
	Jobs/Housing Ratio (Jobs/Residential Units)	6 : 1		
	Mix of Uses			
	Mix of Uses - % Residential / % Non-Residential	35% / 65%		
SITE LEVEL MEASURES	Net Intensity/Density			
	Net Commercial Floor Area Ratio (FAR)	4.0 - 6.0	2.0 - 4.0	1.5 - 3.0
	Net Residential Density (Dwelling Units per Acre)	85 - 115	55 - 85	30 - 55
	Street Network and Building Design			
	Grid Density - Blocks per Square Mile for Vehicular, Bicycle, and Pedestrian Street Network	> 350	> 350	> 230
	Building Height (in Floors)	> 4	> 3	> 2
	Maximum Lot Coverage	80% - 90%	80% - 90%	60% - 70%
	Minimum Street Frontage	80% - 90%	80% - 90%	70% - 80%
	Parking			
	Maximum Residential Parking - Spaces per Residential Unit	1	1	1.5
	Maximum Non-Residential Parking - Spaces per 1,000 square feet	1	1	2
	Park & Ride	No	No	No

community center

		4	5	6
		Community Center		
		Heavy Rail	Commuter/Light Rail	Bus Rapid Transit/Bus
STATION AREA MEASURES	Gross Intensity/Density			
	Station Area Employment and Residential Units	23,000 - 30,000	15,000 - 23,000	7,000 - 15,000
	Station Area Total Residential Units	5,000 - 6,000	3,000 - 5,000	1,000 - 3,000
	Gross Residential Density (Dus/Acre)	35 - 65	25 - 35	10 - 20
	Station Area Total Employment	18,000 - 24,000	12,000 - 18,000	6,000 - 12,000
	Gross Employment Density (Jobs/Acre)	65 - 90	45 - 65	20 - 45
	Jobs/Housing Ratio (Jobs:Residential Units)	3 : 1		
	Mix of Uses			
	Mix of Uses - % Residential / % Non-Residential	45% / 55%		
SITE LEVEL MEASURES	Net Intensity/Density			
	Net Commercial Floor Area Ratio (FAR)	4.0 - 6.0	2.0 - 4.0	1.0 - 2.0
	Net Residential Density (Dwelling Units per Acre)	60 - 80	40 - 60	20 - 40
	Street Network and Building Design			
	Grid Density - Blocks per Square Mile for Vehicular, Bicycle, and Pedestrian Street Network	> 350	>230	>150
	Building Height (In Floors)	> 3	> 2	> 2
	Maximum Lot Coverage	80% - 90%	60% - 70%	40% - 50%
	Minimum Street Frontage	80% - 90%	70% - 80%	60% - 70%
	Parking			
	Maximum Residential Parking - Spaces per Residential Unit	1	1.5	2
	Maximum Non-Residential Parking - Spaces per 1,000 square feet	1	2	3
Park & Ride	No	No	No	

ii. what we heard

“Density is good for shops and businesses”

True.

- Mix supports retail, draws more customers, supports longer business hours, increases rents and price per square foot, both for residential and commercial units
- Office users and visitors provide daytime demand; residents bring customers in evening and during weekends
- Currently DUV’s requirement and definition of mixed-use and where retail is mandatory is vague
- Clear vision/plan for the commercial area (main street) identifying parking, properly designed sidewalks, lighting, shade also important
- Financial/regulatory tools to attract desired stores/services also important

ii. what we heard

“8 stories are necessary to get appropriate density to support transit/accommodate reserve units”

False. While additional stories should allow for higher densities, it is possible to achieve transit-supportive densities with low to moderate height. The following built examples depict densities significantly higher than those stipulated in the DUV in fewer than 8 stories. Several factors, such as parking, open space and unit size requirements come into play when determining how many units “fit” in a building.

ii. what we heard

“Higher-density housing is only for lower-income households”

False. Multifamily housing is not the “housing of last resort for households unable to afford a single-family homes.” People of all income groups and ages seek higher density living. Higher-density development is a viable housing choice as people transition through different phases of their lives. It is also the preferred choice of those looking for convenience and amenity-rich environments.



The Mark
20.5 du/ac
Retail/office/residential
3 stories



The Mark
20.5 du/ac
Retail/office/residential
3 stories



Civitas
20.5 du/ac
Retail/office/residential
3 stories



CityWalk
30 du/ac
Retail/residential
4 stories



Pineapple Grove Village
39.2 du/ac
4 stories



Ocean City Lofts
43.75 du/ac
Retail/residential
4 stories



Sofa 1
62 du/ac
Residential
4 stories



Worthing Place

96 du/ac

Residential/limited retail

6 stories

iii. general recommendations

- Amend / Confirm the VISION; amend the Sector Plan (includes determining location of station & main street, deciding on office component, improving transitions between districts, etc.)
- Determine if the DUV Form Based Code is organized around “Building Types” or “Lot Types”
- Don’t award bonuses/incentives until they are redefined
- Expand/detail the “Centralized Parking” system
- Clarify/define “Design Considerations”
- Amend the DUV as per notes/comments in Section I

questions