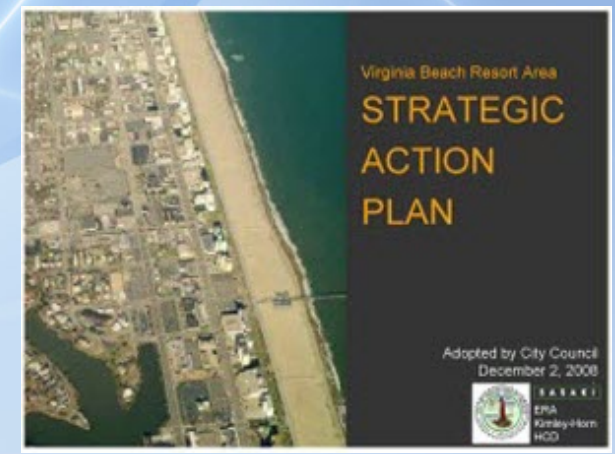
2012 Update on the Oceanfront Form-Based Code

Development Authority 4/17/12

Background

- 2008 RASAP recommended FBC
- Began FBC work 2009
- Introduced draft Code March 2011
- Stakeholder & Public Comments
- Case Studies (summer 2011)
- Revised FBC drafts
  - Oct 2011
  - Dec 2011
- Planning Commission Deferred Dec 14, 2011
- *Drafting More Revisions (currently – due end of April 2012)*



TOP 8 PRIORITIES

8. Develop zoning revisions for Resort Area - RT
   - Develop form-based code (Laskin, Central Beach, Marina districts)
     - Revise allowable uses
     - Consistent set backs
     - Adjust parking requirements
     - Enforce design guidelines
   - Zoning bonuses in target locations for meeting community goals (such as view corridor incentives along Oceanfront)
   - Developer's roundtable on zoning changes
   - Coordination with Navy on AICUZ related policy

April Revisions

- Parking Requirements
- More protections for adjacent residential-only neighborhoods
- Form flexibility/incentives

FBC Parking Requirements

- December draft of FBC Code treated all properties equally
- Concerns raised by properties east of Pacific that currently have no requirements for commercial uses
- Revising Code to maintain that incentive

East of Pacific	West of Pacific
Single-family or duplex: 2 spaces/unit	Single-family or duplex: 2 spaces/unit
Multi-Family: 1.5 spaces/unit	Multi-Family: 1.5 spaces/unit
Lodging: 1 space/unit	Lodging: 1 space/unit
All other uses: No requirement	All other uses: 1 space/300 sf

More Flexible Parking Requirements

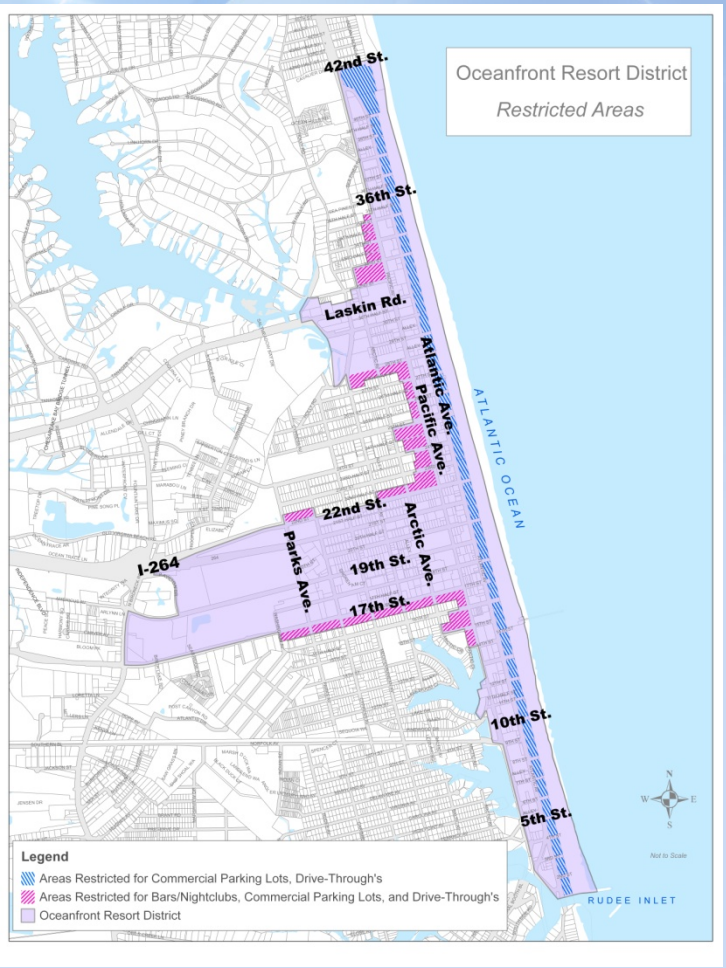
FBC Allows More Flexibility/Options to Meet Requirements *(already in Current Draft):*

- Allows for shared parking
- Allows credit for on-street parking
- Allows credit for un-striped parking
- Allows for off-site parking anywhere in ORD

Protection for Neighborhoods

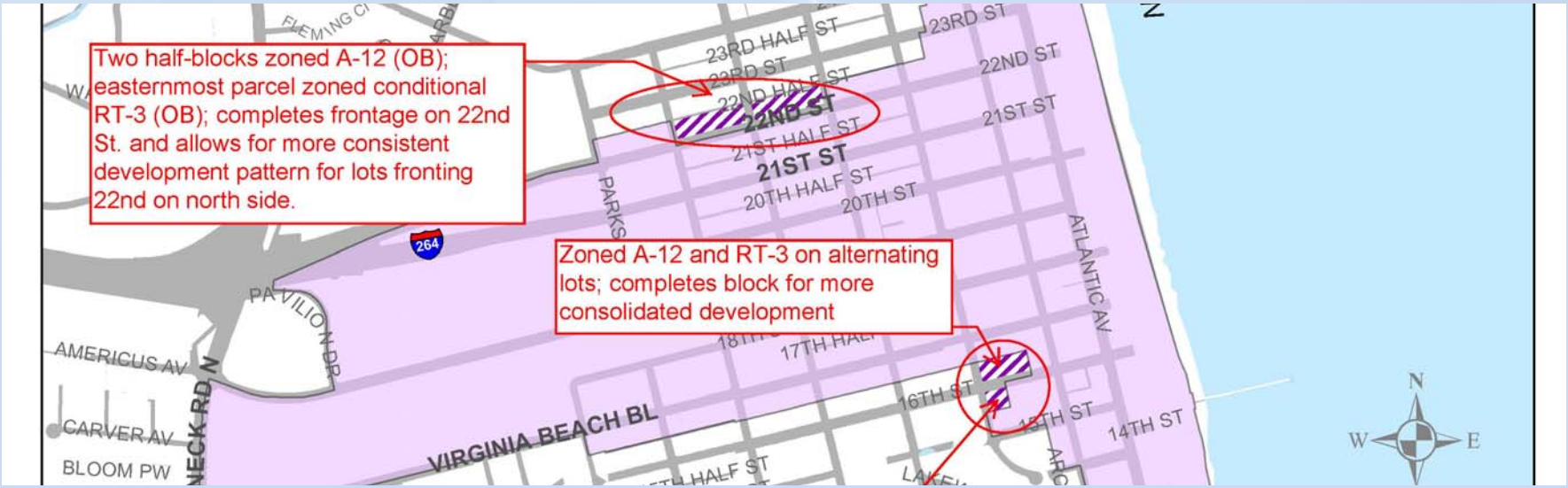
Already in Current Draft:

- 35’ building heights adjacent to protected districts
- Restrictions on bars/nightclubs, commercial parking lots (surface), and drive-thru’s adjacent to protected districts
- Landscaping/buffering requirement (Cat. IV) between parking lots and protected districts
- Loading areas fully screened and 50’ from protected districts



Protection for Neighborhoods

- Limit commercial access from alleys shared with residential
- Prohibit dumpsters on alleys shared with residential only



Design/Form Flexibility

More flexible approach for:

Tower Provisions, Build-To Requirements, Parking Setbacks, Transparency, Setbacks

- Previously had Administrative Alternative Compliance
- Now working on "Optional Forms of Development"
- Design Guidelines as Incentives

Optional Form

- Replaces administrative Alternative Compliance
- Adds more flexibility to Form requirements (Towers, Parking Setbacks, Transparency)
- Adds incentives for quality design features

Alternative Compliance

Even with Optional Form approach, there will always be special situations where a good proposal may not meet FBC requirements

Special Exception (requires approval by City Council)

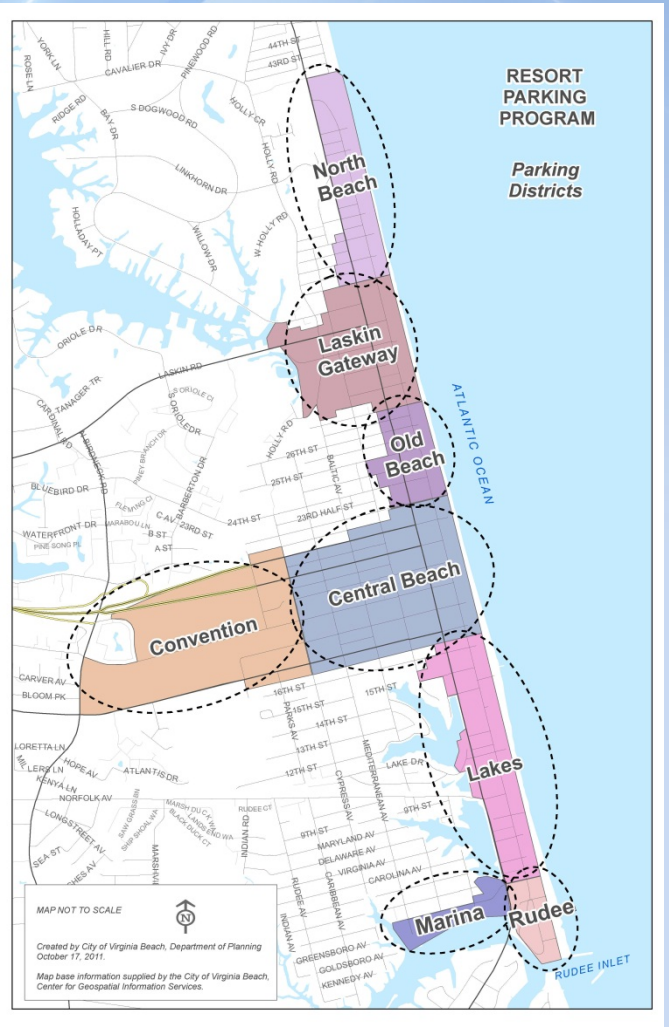
Board of Zoning Appeals Variance (requires hardship)

Next Steps

- Revise Code and Distribute (April 23, 2012)
- Present Revised Code to Stakeholder Groups (May 2012)
- Planning Commission Briefing (May 14, 2012)
- City Council Briefing (June 12, 2012)
- Planning Commission Public Hearing & Vote (June 13, 2012)
- City Council Public Hearing – Comments (July 3, 2012)
- City Council Public Hearing – Vote (July 10, 2012)

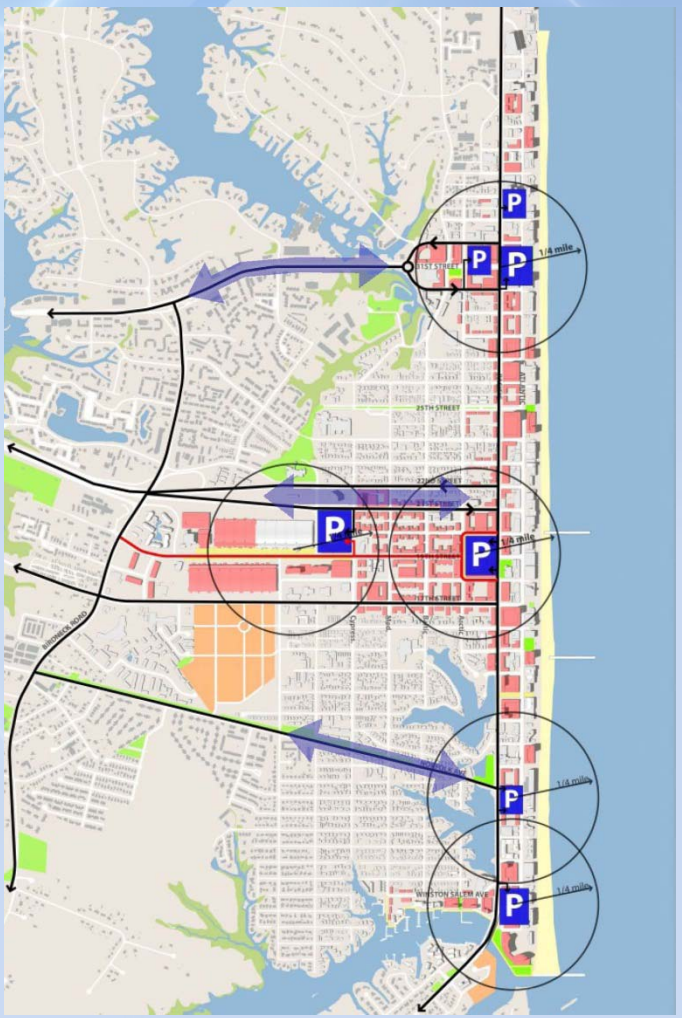
PARKING STRATEGY Draft Parking Strategy Report: November 2011

- Bicycle Parking Plan
- Continue to work with Residential Neighborhoods
- Complete consultant report to define future needs, parking management, funding, phases.
- Short Term (5 year) leases to address small business parking needs to maximize property Development.
- Suggested further study on Parking Authority



PARKING STRATEGY – RESIDENTIAL
Resort Permit Parking District

- Research a cap on employee parking permits starting spring 2013 with a percentage decrease per year; and/or decrease cap based on actual parking built to remove parking in residential areas.
- Increase employee parking permit fees.
- Allow more restrictions on residential parking:
  - 24 hour permit in key areas
  - Remove on street parking in key areas
  - Meter parking in additional areas
- Reduce employee parking fees for City lots.
- Funding source and plan for providing additional parking to reduce impact on residential areas
- Develop satellite lots for employee parking: Consider Convention Center/17th St. site, identify other sites
- Employee passes for HRT

PARKING STRATEGY FUTURE CONSIDERATIONS

- **Equitable access to parking opportunities** - Develop organization/support for review and approval of parking development opportunities.
  - Criteria for projects (size, location, public value)
  - Lease of private parking for public use
  - Process for application to parking program
  - Criteria for financial support of projects
- **Long Term Leases of parking for private development**
  - Leases to private properties to support private development
  - Leases with private development for public parking
- **Develop financing methods and funding sources for parking development**
  - Tax Increment Financing
  - Special Service Districts
  - Business Improvement Districts
- **Identify staff support for this effort:**
  - New Parking Manager Position
  - Planning Transportation staff
  - SGA Staff