

Attainable Housing Density Bonus for Downtown Zone Districts (23-ZTA-03)

CCNA Presentation

May 6, 2023



WHAT WAS APPROVED? ✓

Ordinance 22-5439

- Allows up to 4x the maximum **base density** when attainable housing is provided on-site for parcels with a Downtown Bayfront, Downtown Core, and Urban Edge Future Land Use classifications.



Future Land Uses Included in Attainable Housing Density Bonus

■ Downtown Bayfront

▨ Downtown Core

■ Urban Edge

ATTAINABLE HOUSING DEFINITION

- Allow attainable housing incentives to households earning below 60% AMI, consistent with the Comprehensive Plan definition.
- Appearance (fixtures and finishes) of attainable housing units shall be functionally equivalent
- Require attainable units to be interspersed throughout the development.
- The bedroom mix of attainable housing units should be comparable to the bedroom mix of the market rate units.

BASE DENSITY DEFINITION

The maximum number of dwelling units per acre that is allowed on a parcel or development site prior to awarding of additional density that may be approved as specified within the development standards for the applicable portions of the zone districts within the Urban Neighborhood, Urban Edge, Downtown Core, Downtown Bayfront, and Urban Mixed-Use Future Land Use classifications.

Planning Board Adjustments for Primary Street Requirements – Structured Parking

Primary streets require a minimum of 20 ft. of habitable space.

However, it is challenging to provide the required 20 ft. of habitable space above the first story and design a functional parking garage on shallow lots.

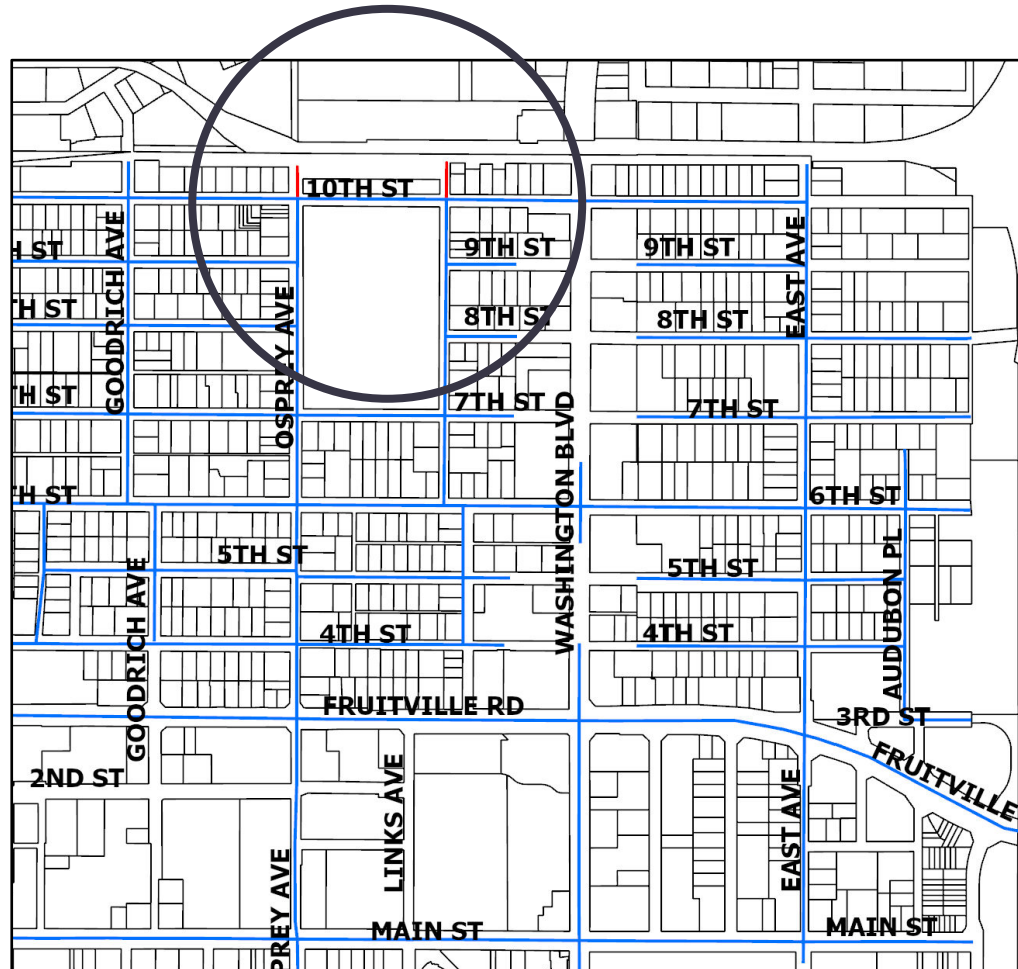




Downtown Zone Districts

- Modifications to the Downtown Zone Districts Description to Include a Reference to the Attainable Housing Density Bonus
- Allows up to 4x the base density when meeting the attainable housing standards.
- Allowing a larger maximum front setback of 10 feet rather than 5 feet on primary streets to provide an opportunity for wider sidewalks and enhanced landscaping.

Remove primary street designations on the approximately 100 ft. dead-end segments of Osprey Avenue and Gillespie Avenue, north of 10th Street.



Osprey Avenue



Gillespie Avenue

ZONING TEXT AMENDMENT

Downtown Neighbor Edge (DTNE) Zone District
existing 18 DU/acre up to 72 DU/acre

Downtown Edge (DTE) Zone District
existing 25 DU/acre up to 100 DU/acre

Downtown Core & Downtown Bayfront Zone District
existing 50 DU/acre up to 200 DU/acre

**ONLY IF
ATTAINABLE
HOUSING IS
PROVIDED
ON-SITE FOR
A MINIMUM
OF 30 YEARS**

**15% REQUIRED
ATTAINABLE
UNITS ABOVE
THE BASE
DENSITY**

- Existing Rosemary Residential Overlay District (RROD) Requires 25% of the Bonus Units to Be Designated as Attainable
- 15% Attainable Unit Requirement is Consistent with the Affordable Housing Advisory Committee Recommendations and The Blueprint for Workforce Housing
- Proposing 15% of Additional Bonus Units Required To Be Attainable

DOWNTOWN DEVELOPMENT STANDARDS – OWNER OCCUPIED UNITS

- Community Land Trusts (CLT's) are non-profit organizations with the expertise and capacity to produce, preserve, and manage affordable housing.
- A resale formula is generally set to ensure affordability is passed on from one owner to the next, while still allowing each homeowner to share a certain percentage of appreciation without typically requiring additional subsidies to the buyer. The agreement provides for certain standards and the CLT monitors and enforces homeowner compliance.

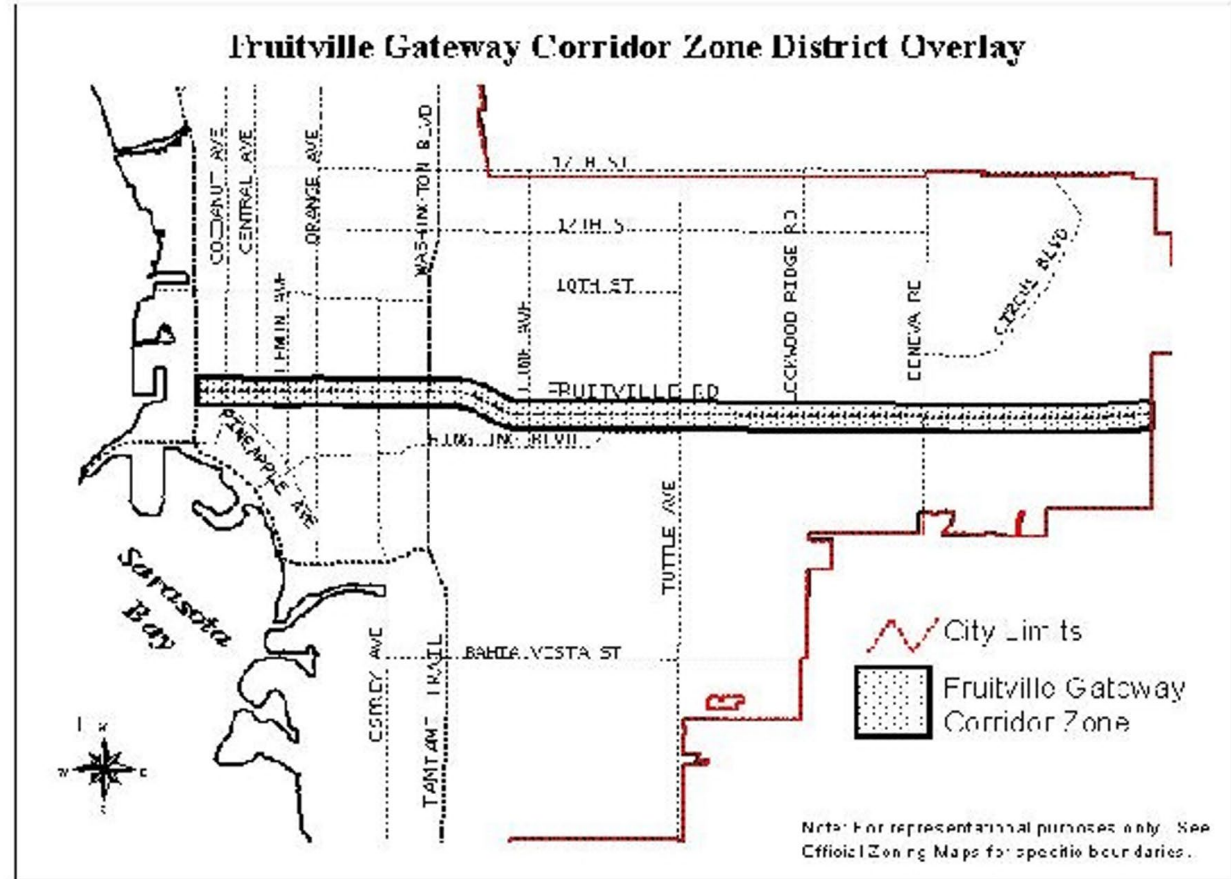
Downtown Zone Districts – Primary Street Standards

- At a minimum, require an 8 ft. Pedestrian Zone and 6 ft. Amenity Zone on Primary Streets.
- Allow a development to include the required sidewalk (when providing a sidewalk easement) to fulfill the recess requirement on Primary Streets because a greater setback is already being achieved.
- Increase the percent of glazing permitted above the first story façade from 50% to 70%. A total of 50% glazing above the first floor is limiting. The amendment allows for more design flexibility.
- Permit guardrails on balconies or elevated walkways to be made of glass by right instead of requiring written permission from the DS Director.

Fruitville Gateway Corridor Overlay District

Existing language prohibits the use of metal as an exterior finish building material.

The intent of the provision is to prohibit metal as an exterior wall or siding, not to prohibit metal for certain building elements.



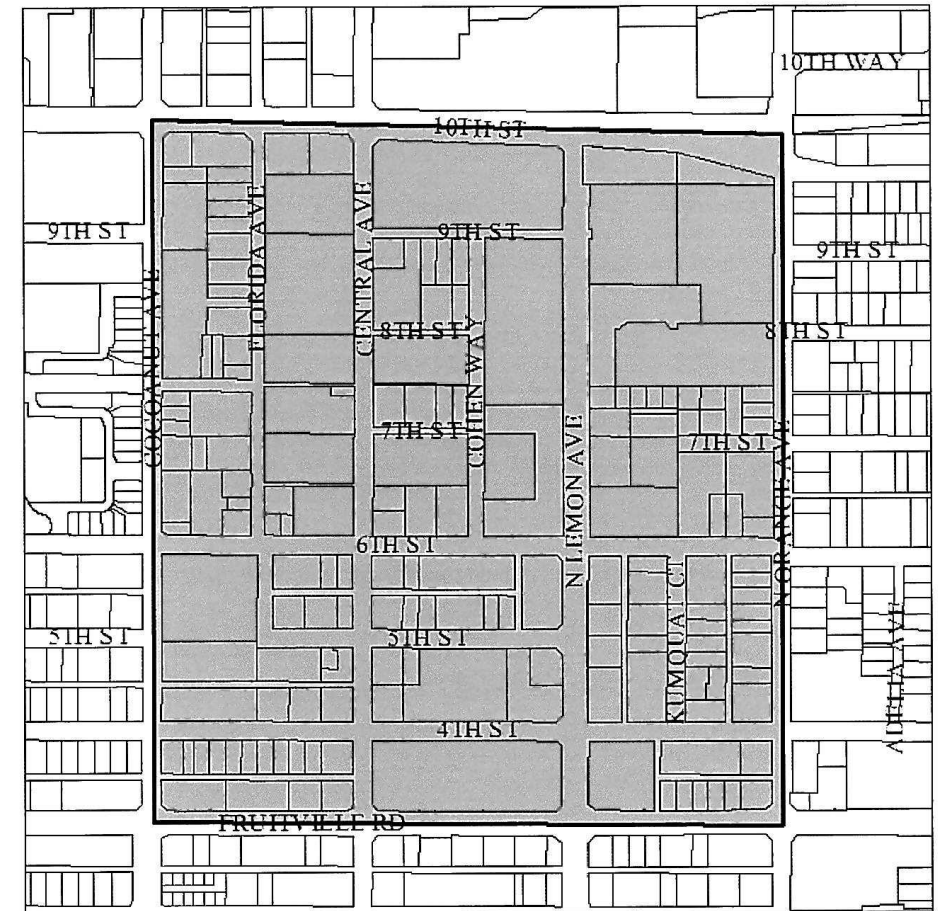
Rosemary Residential Overlay District (RROD)

Developments in the RROD today may be built up to seven stories under certain conditions. This is similar to the existing on-site public parking provision found in the Downtown Core zone district.

The Rosemary District needs more public parking. The provision incentivizes developers to provide much needed on-site public parking in exchange for the allowance to build up to two additional stories.

A development may receive up to seven stories when a minimum of 25 public parking spaces are provided within the first four stories of the project. The gross floor area of the sixth and/or seventh story may be up to three times (3x) the gross floor area allocated to the city for public parking. This public parking shall be in addition to the minimum required parking for the project.

Map VI-912
Rosemary Residential Overlay District



Sec. VI-104. Use
of two or
more zoning
lots, lots of
record or
parcels to
satisfy zoning
requirements

- Additional language added to clarify how the downtown attainable housing density bonus will affect developments that have previously transferred density using this existing section of the Zoning Code.

SIDEWALK SYSTEM

Amenity Zone: The section of the sidewalk between the curb and the pedestrian zone in which street furniture and amenities, including but not limited to lighting, benches, public art, utility poles, trees, and bicycle parking are provided. The amenity zone shall be measured from back of curb to the pedestrian zone.

Pedestrian Zone: The primary, accessible, and clear walking pathway that runs parallel to the street. The pedestrian zone ensures that pedestrians have a safe and adequate place to walk and are not encroached upon by streetlights, utility boxes, tree trunks, street furniture, landscaping, and similar impediments to pedestrian travel.

