An aerial photograph of Harbor & Treasure Islands, showing a dense cluster of high-rise multifamily buildings along the waterfront. The water is a deep blue-green, and the sky is clear. The buildings are modern, with balconies and large windows. The surrounding area includes parking lots, smaller structures, and some greenery. The overall scene is a mix of urban development and waterfront scenery.

Zoning Code Update for High-Density Multifamily Buildings in Harbor & Treasure Islands

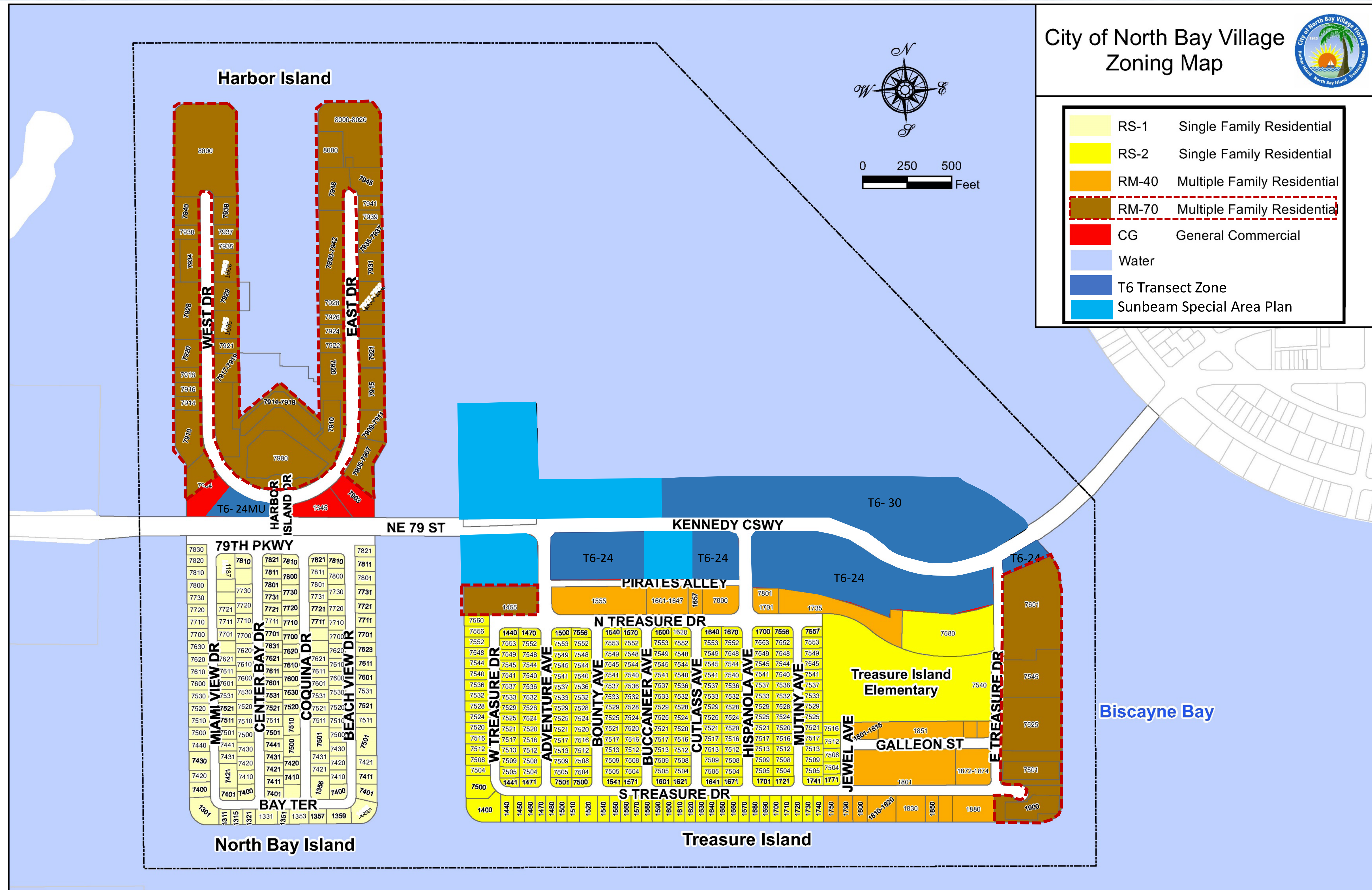
REVIEW SESSION

March 27, 2023

AGENDA

1. Intro / Recap
2. Review of Preliminary Proposal
3. Public Comment / Q&A
4. Next Steps

FOCUS: RM-70 ZONING DISTRICT



PURPOSE OF PROCESS

To ensure that the RM-70 zoning district helps meet our long-term vision and goals, as expressed in the Comprehensive Plan and the NBV100 Master Plan (livability, resilience, prosperity), and that the character of future high-density development enhances our multifamily residential neighborhoods.

STEPS



Public Engagement

KEY TAKEAWAYS FROM PRIOR MEETING

- Agreement on establishing maximum parking requirements
- Open to consider:
 - (a) integrating certain flexibilities of PRD into base zoning;
 - (b) improving development options for undersized parcels;
 - (c) eliminating PRD as an option for undersized parcels (and possibly eliminating entirely if (a) and (b) are achieved)
- No agreement on nonresidential uses.
 - Internal capture of vehicle trips = 👍
 - Potential attraction of external trips = 👎

MEETING GOALS AND DESIRED OUTCOMES

- Present preliminary draft of proposed amendments
- Receive feedback from residents, landowners and other stakeholders
- Process feedback as a basis for additional refinements

SUMMARY OF ANALYSIS

- Existing units: 1,711
- Density range: 23 upa (Chateau Isle) to 126 upa (Bayshore)
- Average density: 43 upa
- Building age range: 0 (new constr.) to 76 years
- Building age average: 50 years
- Tenancy: 68% ownership (condos) v. 32% rental
- Building height range: 2 to 21 stories (new constr.)
- Building height average: 6 stories
- Undersized parcels: 51%
- Vacant acreage: 2.55 acres
- **Potential add'l units @70 upa (base density): 501**
- **Potential max add'l units from TDR transfers: 130**
- **Total potential max add'l units: 631***

* Approx. 255 of which are "unused" density units at Moda (30), 360 Condo (144) and Eloquence (81)

SUMMARY OF ANALYSIS (Cont'd)

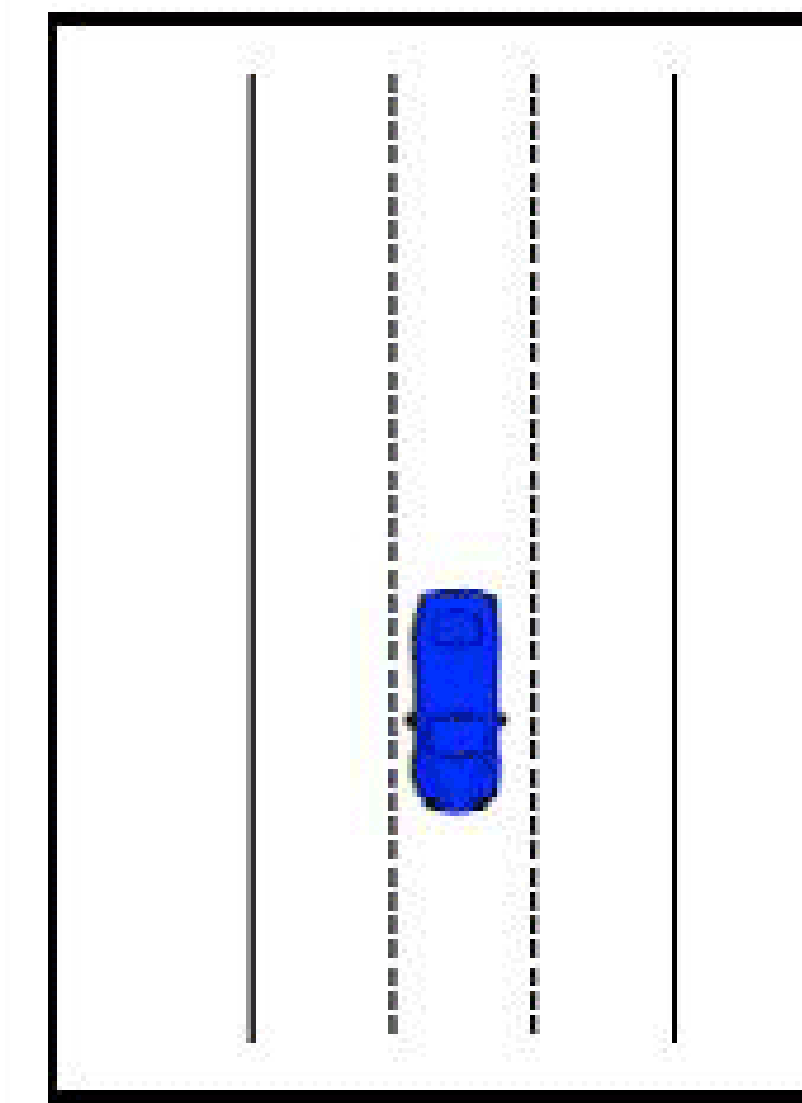
3. Roadway Capacity Analysis (cont'd) – Assumptions and considerations:
 - A. Maximum build-out (regardless of individual site conditions). **Additional scenario completed: build-out less Moda, 360 and Eloquence redevelopment**
 - B. Up to 130 TDRs. For the purposes of the exercise, it was assumed that approximately 37 TDRs may go into future projects on West Drive, while up to 93 TDRs might be transferred onto projects on East Drive.
 - C. Some figures decline in max build-out scenario because several sites are “overdeveloped” today, i.e., exceed maximum zoned density (legally nonconforming). If those sites ever redevelop, they must come into compliance with current regulations (therefore less units = less trips).
 - D. No scenario was calculated for projects going through the Planned Residential Development (PRD) Overlay rezoning process.
 - E. Change occurs incrementally and “future” timeframe could be 20 years or more.

USEFUL CONCEPTS

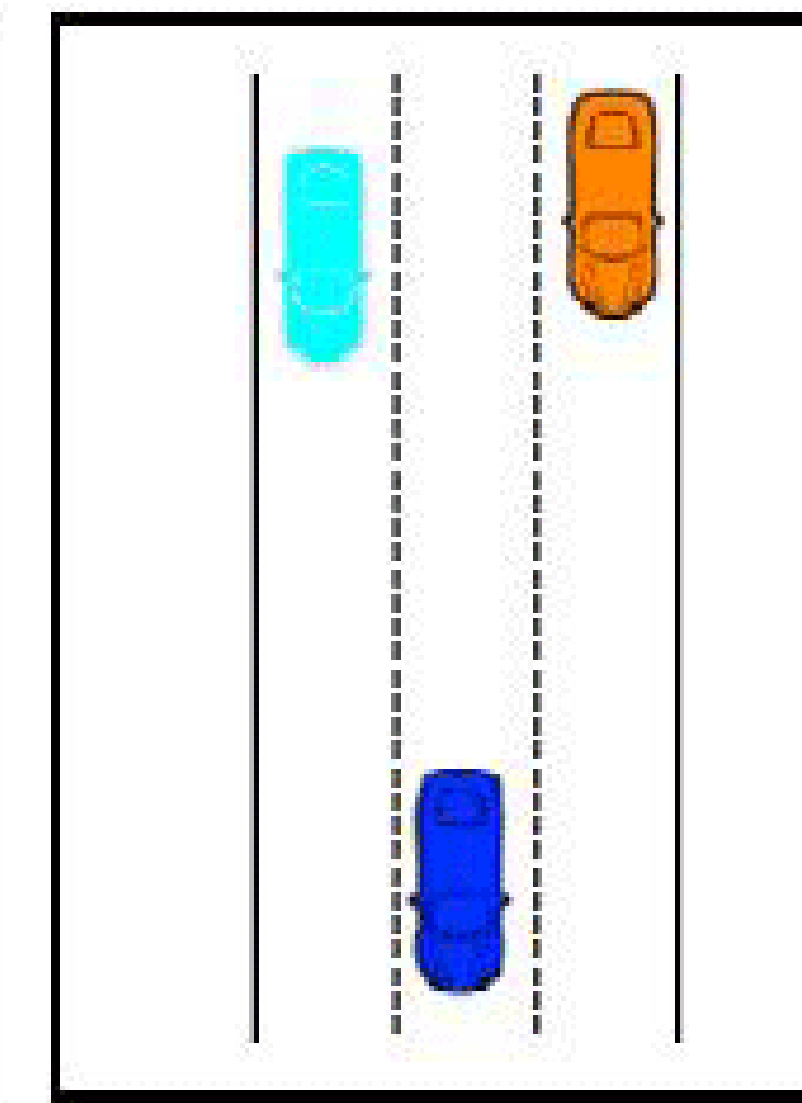
- East/West Drive - Local Roads: low-capacity roads which primarily serve as access roads to residences, businesses and other abutting properties.
- Larry Pascow Way/Harbor Island Drive - Collector Road: low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.
- Urban Residential Streets: Typically serve to provide access to single and multiple family residences in urban areas; drivers generally include only residents and their visitors; large trucks are rare; provide accessibility for fire trucks and school buses. **ALL ROADS IN HARBOR ISLAND ARE URBAN RESIDENTIAL STREETS**
- Level of Service (LOS): defines how well vehicle traffic flows along a street or road. It is a qualitative measure (scale) used to describe not only operational conditions within a traffic stream, but also the perception by road users. LOS standards vary by facility type (i.e., local v. collector v. arterial, etc.).

LEVEL OF SERVICE (LOS)

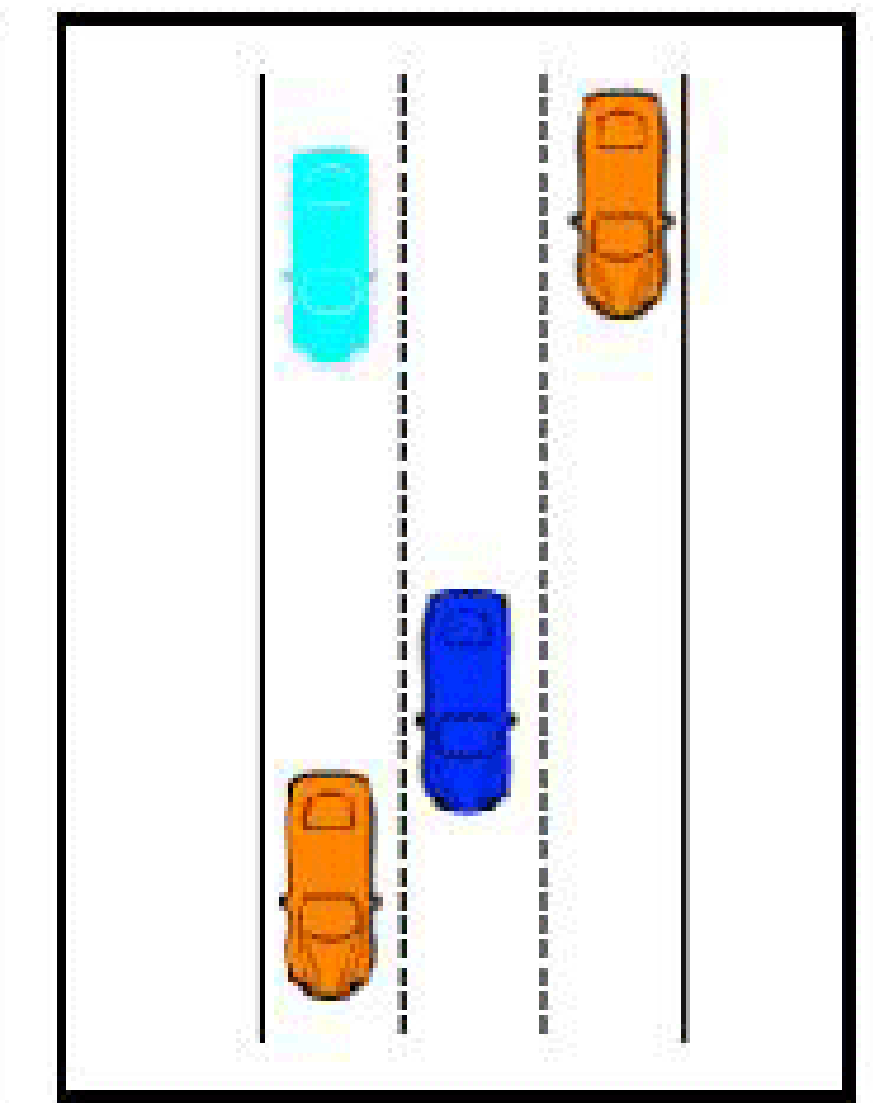
There are six levels of service, which are given letter designations, from A to F, with level-of-service A representing the best operating condition, and level-of-service F the worst. However, LOS may be evaluated in different terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility, and safety.



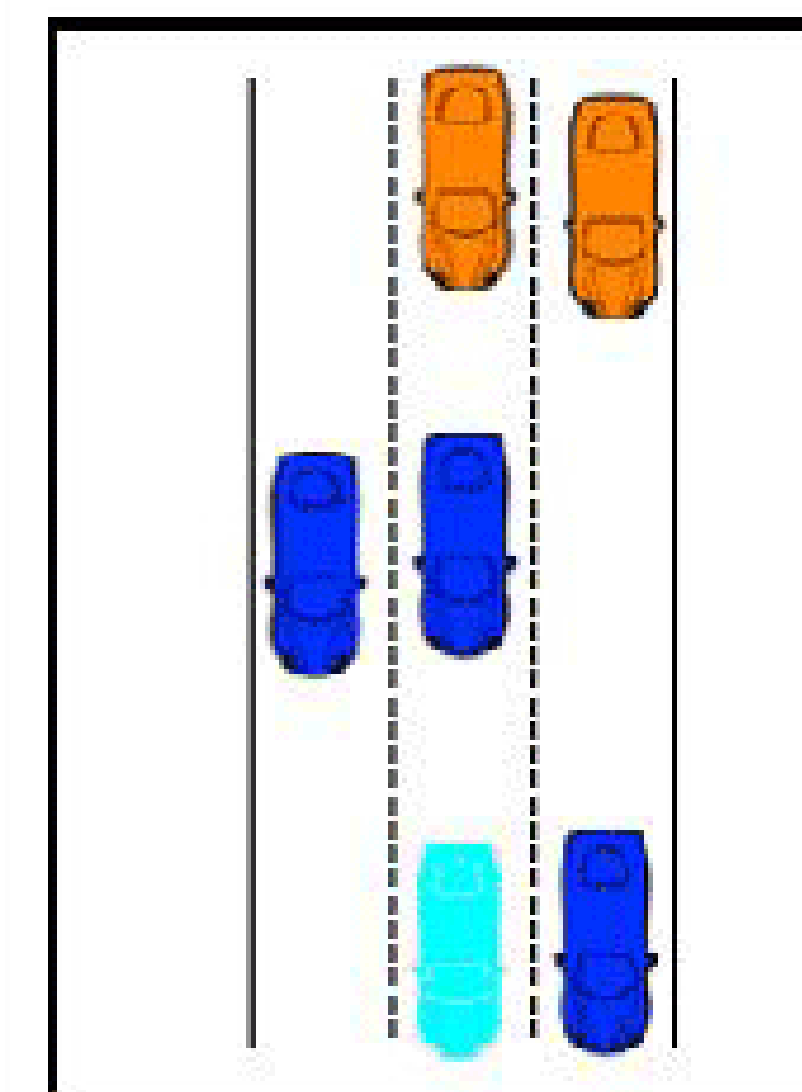
Level of Service A: Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.



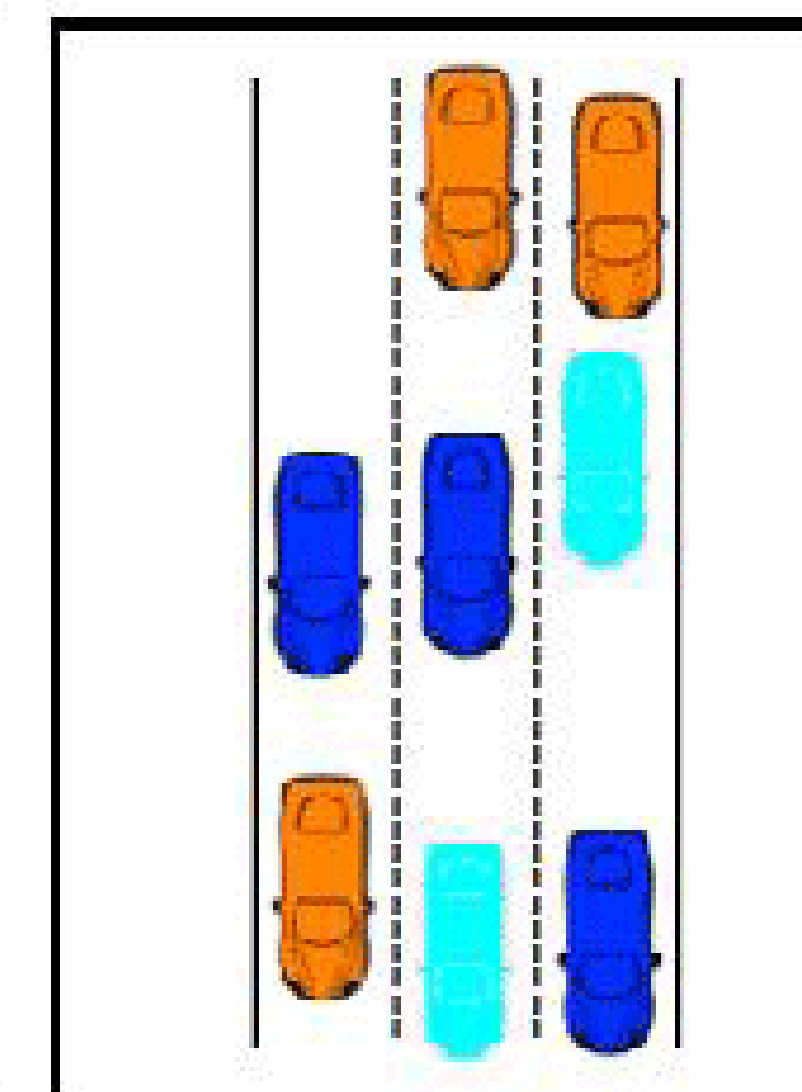
Level of Service B: Stable traffic flow with high degree of freedom to select speed and operating conditions but with some influence from other users.



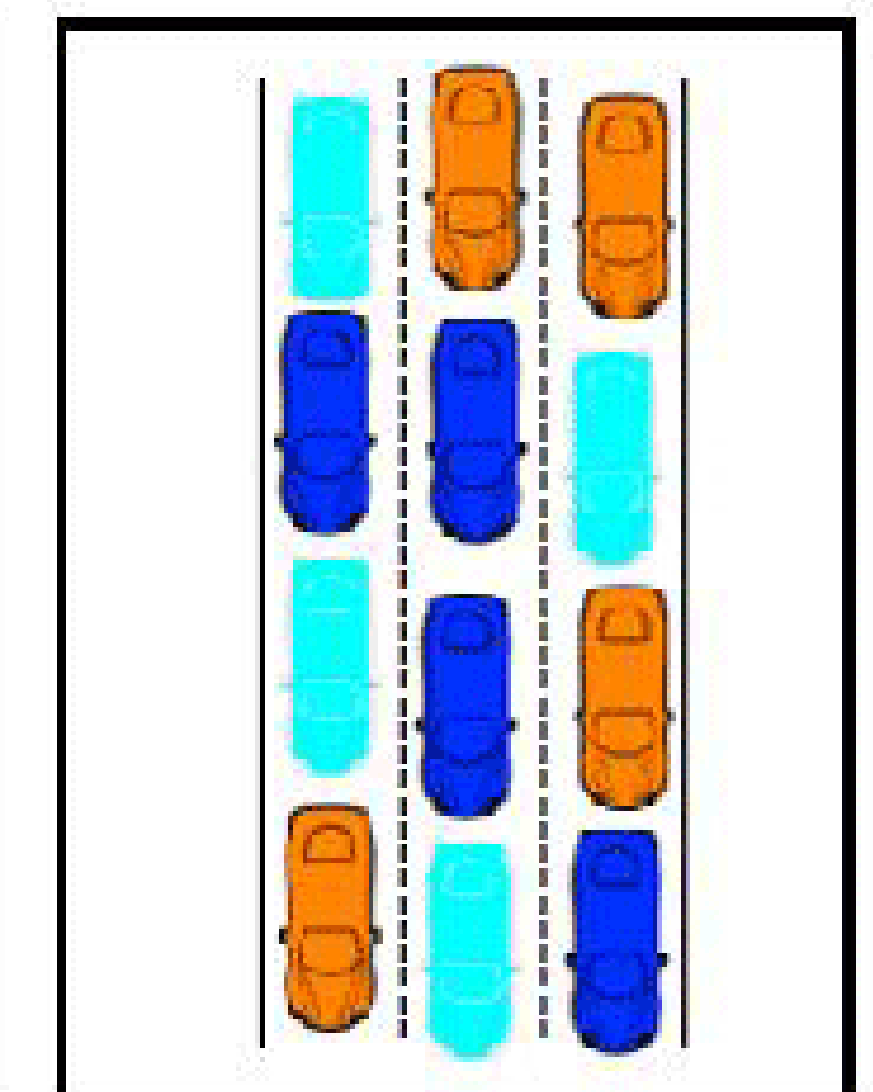
Level of Service C: Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeable at this level.



Level of Service D: High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.



Level of Service E: Unstable flow at or near capacity levels with poor levels of comfort and convenience.



Level of Service F: Forced traffic in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by the stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

MOST COMMON MISCONCEPTION ABOUT LOS

“The most common misconception about LOS is that the A through F categories are comparable to school letter grades.

For motorized vehicles, LOS A is most likely not a desirable goal from a transportation or societal perspective....Improving [a roadway facility] to accommodate LOS A leaves the facility open to excessive speeds in the off-peak, which could create safety concerns.”

Source: FDOT 2023 Multimodal Quality/Level of Service Handbook

This is especially true for urban and/or residential streets. LOS D is widely considered an acceptable condition, and this threshold is often used as a design condition in urbanized areas.

FDOT CONTEXT CLASSIFICATION

No perfect match

Best fit based on details of land use and other characteristics: C5- Urban Center*

* Different choice = potentially different LOS



C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population greater than one million). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

CONTEXT CLASSIFICATION	ALLOWABLE DESIGN SPEED RANGE (MPH)	SIS MINIMUM (MPH)
C5 Urban Center	25-35	35

Urban Areas—A place with a population between 5,000 and 50,000.

Short stretch of Larry Pascow Way and Harbor Island Drive would be expected to carry all of the potential in and out trips for the entire Harbor Island roadway network *at some point* during the 24-hour period



Improvements planned by NBV and in coordination with FDOT

POTENTIAL AMENDMENTS: ULDC SECTIONS IMPACTED

- Section 8.10.D – RM-70 High Density Multiple Family Residential District, including standards for undersized parcels and PRD
- Section 8.13 - Transfer of Density Rights (TDR) Program
- Section 8.14 – Shoreline Accessibility
- Section 8.16 – Supplemental Use Regulations (Accessory Uses)
- Section 8.17 – Supplemental Development Standards (Island Walk Standards)
- Section 9.3 – Off-street parking requirements (Required Parking and Mechanical Parking Systems)
- Chapter 3 – Definitions
- **POTENTIAL ADDITIONAL SECTION REVISIONS:**
 - 8.17 - Height Exceptions (clarifications for rooftop amenities in RM-70)
 - 9.4 – Off-street loading and unloading requirements (clarification of standards)

SECTIONS/ITEMS WITH SIGNIFICANT CHANGES

- District purpose (NBV100)
- Distinction between Principal v. Accessory Uses (definitions)
- Updated Setbacks
- Greater Pervious Area
- Smaller Min. Unit Sizes
- Additional/updated Required Features
- Improved Standards for Undersized Parcels
- Elimination of PRD
- Replacement of min parking with max parking
- Expanded mechanical parking section into “Space-efficient parking”

ITEMS WITH NO CHANGES

- Standard Minimum Lot Site and Frontage
- Density
- Max Building Height
- Building Height Bonus

Review of Draft
Potential
Changes
(off PowerPoint)



Next Steps

- Process input received today to refine draft amendments
- **ADDED: Joint Workshop PZB and Commission – April 24**
- PZB review - ~~April 19, 2023~~ **May 17**
- 1st reading – ~~May~~ **June 13**



Thank you for
participating!

Q&A

March 27, 2023