

# Jersey Village Crossing Mixed Use/TOD Feasibility Study

- *What has been completed?*
- *Where are we now?*
- *What are the next steps?*

*Presented November 15, 2010*



Kimley-Horn  
and Associates, Inc.

Gateway  
Planning Group



# What has been completed?



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# Three-phase Process



## Phase 1: Feasibility Study

- Market Feasibility
  - JV intermodal stations
  - Retail and residential development
- Committee development and Stakeholder input
- Land suitability
  - Current use
  - Constraints
- Barriers to implementation



## Phase 2: Design and implementation considerations:

- Regulatory structure
- Funding and incentives



## Phase 3: Implementation (*Pending Completion, February 2011*)

# Phase 1

- Purpose:

Determine feasibility of transit-oriented development (TOD) and/or mixed use within the Jones Road study area.

- Findings:

- Jersey Village can expect reasonable growth over the next 30 years, with ongoing demand for both residential and non-residential real estate.
- The TOD **site can capture** a fair share of that growth where impact of rail transit is extensive enough for vehicle substitution.
- Walkable neighborhood **is appropriate** for this area via a multiuse overlay zone.

# General Feedback

- Local transit stations desired by stakeholders
  - Want “live, work & play” development with housing option for residents at various life stages.
  - Safety, responsible development and a net positive tax base is key.
  - Responsible access to 290 is desired.
- Design must encourage walkability.
- Desire to maintain both day and night-time attractions.
- Preservation and enhancement of community character is crucial.
- Establishment of public spaces and green space is essential.

# Noted Obstacles

- Current Zoning and Land use:  
Lack of adjacent predictability (i.e. current zoning, high industrial use & non-cohesive development patterns).
- Competition from surrounding communities.
  - Tax base
  - Population
- Inter-community competition.
  - New vs. old establishments
- Absence of Comprehensive or Master Plan.

# Phase 2

- Purpose: To determine if the desired mix of uses within the 300 Acre Planning area is appropriate via:
  - Analysis of **infrastructure costs** associated with mixed use development.
  - Development of a **fiscal impact study** that quantifies the benefit associated with planned development characteristics and density within the study area.
- Findings:

Based on three potential options, Development Scenario 3 was deemed most appropriate by the City Council and used as the basis for analysis.



# Findings Continued...

- Infrastructure Cost:
  - Construction Cost were calculated via the Phased infrastructure Plan.

Phase 1	Phase 2	Phase 3	Total
\$10,826,052	\$12,350,126	\$16,726,456	\$39,902,634

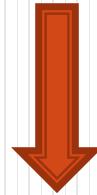
- Fiscal Impact Analysis:
  - Revenue: Additional **sales tax** revenue plus additional revenues (**licenses, fees, etc.**) expected.
  - Cost: 1) Capital costs associated with **infrastructure** to support new development.  
2) Operating cost for basic City services as new residents move to the community.



# Successes

- Identified **Character Districts** with distinct building types, open space designations, street types and parking requirements.
  - TOD Core
  - TOD Neighborhood
  - Highway Mixed Use
- Established **Transition Zones** instead of buffers.
  - TOD Transition
  - Neighborhood Transition
- Enhance **mixed use** through well designed public spaces.
- Ensure responsible **context design** (business and housing variety).
- Ensure responsible **complete street** design.

# Where are we now?



## Phase 3 – Implementation



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# Why Form Based Code?



# Which do you prefer?



7-Eleven Commercial Strip

# How does this affect Jersey Village?

- Jersey Village currently exercises *Use Based Codes* which allows for:
  - Separation of land uses by general classes including single-family, multi-family, commercial and residential.
    - Result: Produces auto-dependence and discourages walking.
  - Establishment of certain dimensional standards such as set backs, height limits, lot size and lot coverage limitations.
    - Result: Does not consider the context in which it is built (i.e. street and community character).

# Form Based Codes – An Alternative

- Focuses on the **form of development** as oppose to its use.

*“Form Based Codes regulate development to achieve a specific urban form by addressing the **relationship** between:*

- 1) buildings, building facades, and the public realm;*
- 2) the form and mass of buildings in relation to one another;*
- 3) and the scale and types of streets and blocks.”*

H-GAC Planning Toolbox

- Architectural standards (materials used) may be applied as well.



# Form Based Community

**Function Follows Form**



Residential/Mixed Use Community

# What makes it work?

- The biggest difference between the two codes is **predictability** and **flexibility**.
  - Infrastructure is predetermined regardless of use.
  - Businesses and residential homes coexist in sustainable form (i.e. apartment lofts on second floor of retail shops).
- Instead of traditional zones, Form Based Codes or “Use Types” vary based on the adopted Master Plan.
  - Allows for change in densities
  - Provides for Mixed use
  - Maintains presence of green space
  - Establishes sense of place



# What does Form Based Code look like?

With in each character type, a number of elements can be specified and further, illustrated:

## Frontage Specifications

	Section Lot < R.O.W.	Plan Lot < R.O.W.	
	Private Frontage	Public Frontage	Private Frontage
<p><b>a. Common Yard:</b> a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.</p>			<p><b>T2</b> <b>T3</b></p>
<p><b>b. Porch &amp; Fence:</b> a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroaching. A fence at the frontage line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.</p>			<p><b>T3</b> <b>T4</b></p>
<p><b>c. Terrace or Light Court:</b> a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.</p>			<p><b>T4</b> <b>T5</b></p>

# Code Foundation Continued...

## Building Heights

<b>RURAL ..... TRANSECT ..... URBAN</b>				
<b>Transect Zone</b>	<b>T2 T3</b>	<b>T4</b>	<b>T5</b>	<b>T6</b>
<p>The vertical extent of a building shall be measured by number of stories, not including a raised basement or an inhabited attic. Building height shall be measured from the average grade of the frontage line to the eave of a pitched roof or the surface of a flat roof. Height limits shall not apply to towers with a lot coverage of less of 400 square feet. The minimum story requirement for T5 and T6 shall not apply to an Ancillary Unit.</p>				
	<p><b>Minimum</b></p>	N/A	N/A	2 Stories
<p><b>Maximum</b></p>	2 Stories	3 Stories	4 Stories	12* Stories

# Code Foundation Continued...

## Function Designation

<b>a. Residential</b>		<b>T1</b>	<b>T2</b>	<b>T3</b>	<b>T4</b>	<b>T5</b>	<b>T6</b>	<b>SD</b>
Apartment Building					•	•	•	
Row (Town) House					•	•	•	
Duplex House			•		•	•		
Triplex House					•	•		
Fourplex House					•	•		
Sidyard House			•		•	•		
Small House		•	•		•	•		
Medium House		•	•		•			
Large House		•	•		•			
Estate House		•	•					
Ancillary Unit		•	•		•	•		
Manufactured House				•				•
Temporary Tent	•	•	•	•	•	•	•	•
Live-work Unit			•		•	•	•	•
Home Occupation		•	•		•	•	•	•

### **b. Lodging**

Hotel (No Room Limit)						•	•	•
Inn (Up To 12 Rooms)		•			•	•	•	
Inn (Up To 5 Rooms)		•	•		•	•	•	
S.r.o. Hostel			•		•	•	•	•
School Dormitory					•	•	•	•

### **c. Office**

Office Building					•	•	•	•
Live/Work Unit			•		•	•	•	•

# Code Foundation Continued...

## Parking

**Required Parking for Functions** (see Table 12)

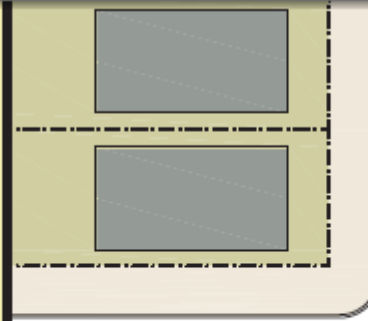
**Sharing Factor for Mixed Use** (see Section 5.2.4)

	<b>T2 T3</b>	<b>T4</b>	<b>T5 T6</b>	<b>Function</b>	<b>with</b>	<b>Function</b>
<b>Residential</b>	2.0/dwelling	1.5/dwelling	1.0/dwelling	<b>Residential</b>		<b>Residential</b>
<b>Lodging</b>	1.0/bedroom	1.0/bedroom	1.0/bedroom	<b>Lodging</b>		<b>Lodging</b>
<b>Office</b>	3.0/1,000 sq. ft.	3.0/1,000 sq. ft.	2.0/1,000 sq. ft.	<b>Office</b>		<b>Office</b>
<b>Retail</b>	4.0/1,000 sq. ft.	4.0/1,000 sq. ft.	3.0/1,000 sq. ft.	<b>Retail</b>		<b>Retail</b>
<b>Civic</b>	To be determined by warrant.					
<b>Other</b>	To be determined by warrant.					

# Code Foundation Continued...

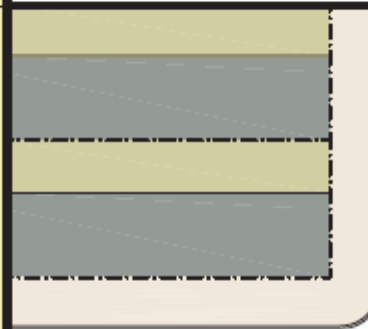
## Building Disposition

**a. Edge Yard:** A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/or outbuilding.



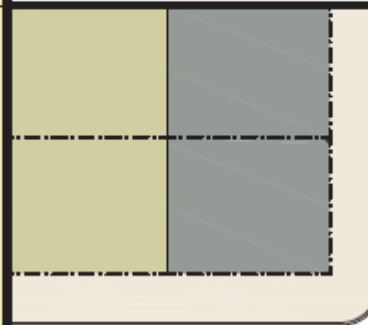
**T1**  
**T2**  
**T3**  
**T4**

**b. Side Yard:** A building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.



**T4**  
**T5**

**c. Rear Yard:** A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.



**T5**  
**T6**

# Code Foundation Continued...

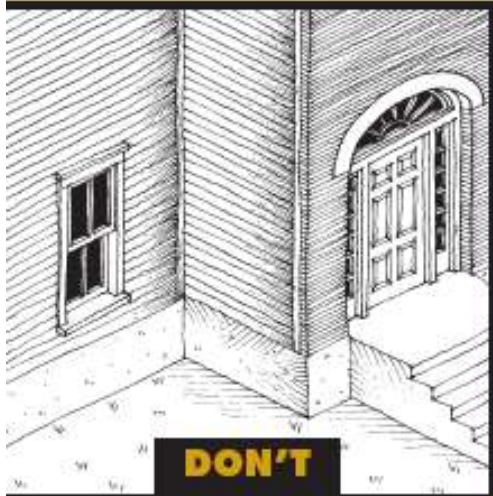
## Walls and Massing

<b>a. Materials</b>	
<b>Building Walls:</b>	Shall be finished in native stone (or synthetic equivalent), brick, stucco, split-faced block (for piers, foundation walls and chimneys), wood lap siding, or Hardi Plank siding (equivalent or better).
<b>Frontage Walls &amp; Stoops:</b>	Shall match or be compatible with the materials of the associated buildings.
<b>Frontage Fences &amp; Walls:</b>	Shall be built entirely of wood, metal in a cast-iron style, native/regional stone (or equivalent synthetic), brick, or stucco. May have masonry or stucco piers and base. Colors shall match local precedent or standard.
<b>b. Configurations</b>	
<b>Building Walls:</b>	Shall show no more than two materials on any exterior wall, not counting the foundation wall or piers. Heavier materials shall be located below horizontal joints. Vertical joints between materials shall only occur at inside corners. Exterior building walls shall be a minimum of 9' in height on the main level.
<b>Stone:</b>	Shall be laid with the stones in a horizontal orientation to resemble structural stone walls.
<b>Stucco:</b>	Shall be cement or synthetic and may be integral color or painted. Finish shall be smooth or sand-finish; heavy lace is prohibited. EIFS shall not be installed within 3' of the ground.
<b>Brick:</b>	Shall be properly detailed and installed in load-bearing configurations. Brick shall course exactly to both the top and bottom of all wall openings. Textured brick is prohibited.

# Code Foundation Continued...

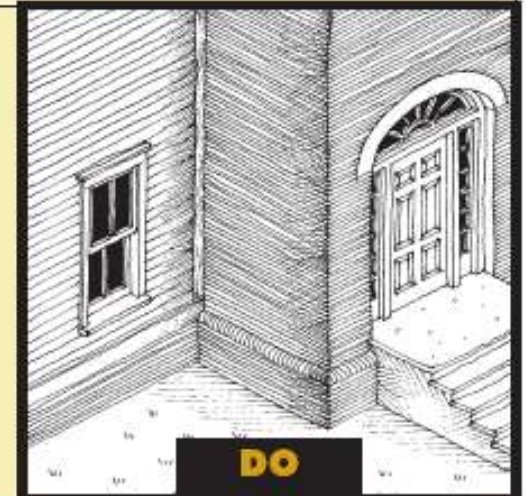
## Architectural Standards

### a. Wall Material Joints



↩  
Changing materials at outside corners look  
pasted-on.

⇒  
Vertical joint properly located at inside  
corner.





# Comparison

Use Based Code	Form Based Code
<ul style="list-style-type: none"><li>-Based on single, abstract land use</li><li>-Segregated/Isolated Uses</li><li>-Defines what is not allowed</li><li>-Unpredictable Building Bulk/Form</li><li>-Unpredictable Character</li><li>-Form-less Stores that can be hard to reuse</li></ul>	<ul style="list-style-type: none"><li>-Based on Adopted Community Vision</li><li>-Mixed Uses</li><li>-Defines what is desired by the community</li><li>-Predictable Building/Urban Form</li><li>-Retain or match existing character</li><li>-Strong Urban Form</li></ul>



# Total Property Value

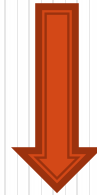
Stage	Total
Existing	12,916,817
Phase One	121,035,532
Phase Two	149,970,680
Phase Three	249,376,350

# Net Operational Gains

	Phase 3	Phase 2	Phase 3
Annual Revenue	\$2,314,240	\$450,869	\$1,569,424
Annual Operating Cost	\$814,421	\$269,319	\$907,067
Net Annual Operational Gain (\$2010)	\$1,499,819	\$181,550	\$662,358

**Total Net Operational Gain = \$2,343,726.701**

# What are the next steps?



## Phase 3 – Implementation



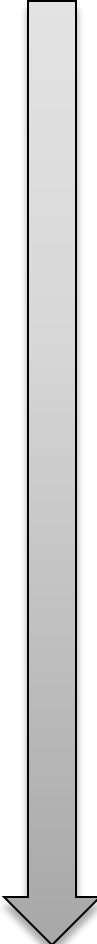
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# Selected Phase 3 Milestones

**December 2010**

- 
- Meeting with current landowners and developers (12/14-12/15)
    - Introduce Form Based Code framework
    - Understand lending institution requirements
      - Market feasibility over next 5 years
      - Identify Potential Partnerships
  - Present Form Based Code for Consideration / Adoption (January)
  - Authorize partnership discussions between city staff and developers (January)
  - Determine infrastructure needs for development (Dec. – Jan.)
  - Identify secondary developments as per current market (Jan. – Feb.)
  - Develop financial package geared towards future debt service options (Dec. – Feb.)

**February 2011**