

JUNE 4, 2012  
CITY COUNCIL MEETING

**Draft Village Specific Plan**  
**Comments on**  
**Community Interface & Integration**

# Input on Community Interface

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- ❑ Over 70 comment letters with concern for:
  1. Burdening residents with commercial impacts and disproportionately benefiting businesses rather than residents; lack of clarity on community benefits
  2. Traffic and parking impacts
  3. Impacts of noise, height, bulk and mass
  4. Property value impacts



# 1. Community Benefits and Impacts

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- Economic Benefits:
  - ▣ Increased revenue from sales, TOT and property tax provides revenue for city services
  - ▣ Increased eligibility for grant funding
  - ▣ Incentives for affordable housing mandate
  - ▣ Walkable community benefit on housing values
- Environmental Benefits
  - ▣ Higher building standards improve air and water quality
  - ▣ Structural storm water treatment (LID) improves water quality
  - ▣ Noise reductions from CDM traffic
  - ▣ Reductions in exhaust emissions with roundabouts

# 1. Community Benefits and Impacts

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- Quality of Life Benefits
  - Implements Community Plan goals
  - Additional public parking relieves neighborhood
  - Additional road capacity reduces neighborhood overflow
  - Parking Management plan monitors parking
  - Continuous sidewalks increases walkability
  - Increased pedestrian safety
  - Increased housing choices
  - Potential for more resident-serving retail with increase in retail
  - Public ocean view corridor widened over today's standard

# 1. Community Benefit Recommendation

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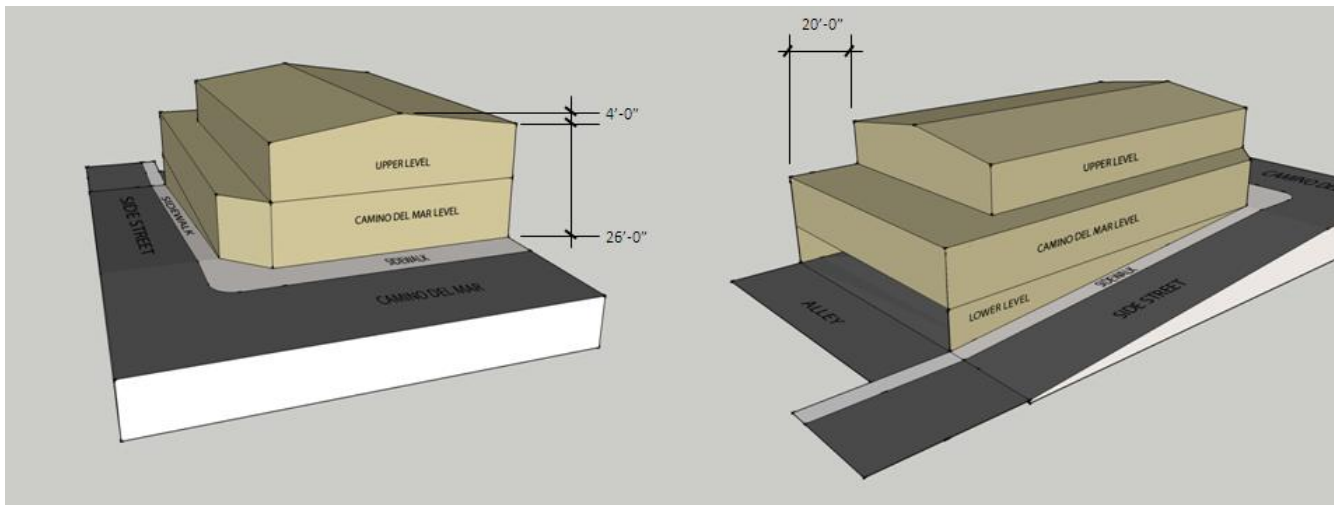
- Revise Chapter 3 to clarify community benefits and discuss potential community benefits
- Cross reference to chapters that discuss strategies
- Include assessment criteria for discretionary project review



## 2. & 3. Neighborhood Impacts

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- Diversion Traffic and overflow parking measures per prior Council Discussion
- Height, bulk and mass discussion on June 18



# 3. Neighborhood Impacts

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- Noise impacts along alley from deliveries
  - ▣ Currently no specific delivery restrictions
  - ▣ Restrict delivery times from 7:00 AM to 7:00 PM, corresponding with noise ordinance
  - ▣ Add delivery zones on Camino del Mar (designate hours outside peak periods)
- Outdoor restrictions addressed June 18, Development Standards



# 4. Property Value Impacts

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- Recent study by Brookings Institution linking walkability and property values as a benefit
- Findings show up to \$82 per square foot of new residential value for improved walkability (\$164,000 increase for a 2,000 SF home)

**B** Metropolitan Policy Program  
at BROOKINGS

## Walk this Way: The Economic Promise of Walkable Places in Metropolitan Washington, D.C.

Christopher S. Lenniger and Maria Alfaro

**Findings**

An economic analysis of a sample of neighborhoods in the Washington, D.C. metropolitan area using walkability measures finds that:

- **More walkable places perform better economically.** For neighborhoods within metropolitan Washington, as the number of environmental features that facilitate walkability and attract pedestrians increase, so do office, residential, and retail rents, retail revenues, and for sale residential values.
- **Walkable places benefit from being near other walkable places.** On average, walkable neighborhoods in metropolitan Washington that cluster and form walkable districts exhibit higher rents and home values than stand alone walkable places.
- **Residents of more walkable places have lower transportation costs and higher transit access, but also higher housing costs.** Residents of more walkable neighborhoods in metropolitan Washington generally spend around 12 percent of their income on transportation and 30 percent on housing. In comparison, residents of places with fewer environmental features that encourage walkability spend around 15 percent on transportation and 18 percent on housing.
- **Residents of places with poor walkability are generally less affluent and have lower educational attainment than places with good walkability.** Places with more walkability features have also become more gentrified over the past decade. However, there is no significant difference in terms of transit access to jobs between poor and good walkable places.

The findings of this study offer useful insights for a diverse set of interests. Lenders, for example, should find cause to integrate walkability into their underwriting standards. Developers and investors should consider walkability when assessing prospects for the region and acquiring property. Local and regional planning agencies should incorporate assessments of walkability into their strategic economic development plans and eliminate barriers to walkable development. Finally, private foundations and government agencies that provide funding to further sustainability practices should consider walkability (especially as it relates to social equity) when allocating funds and incorporate such measures into their accountability standards.

BROOKINGS | May 2012

"Emerging evidence points to a preference for mixed-use, compact, amenity-rich, transit-accessible neighborhoods or walkable places."



# Council Direction for Revisions

- ❑ **Revise Chapter 3**
  - ❑ Clarify and discuss potential community benefits
  - ❑ Cross reference to chapters that discuss strategies
  - ❑ Include assessment criteria for discretionary project review
- ❑ **Increase noise restrictions on delivery vehicles**
  - ❑ Restrict delivery times from 7:00 AM to 7:00 PM
  - ❑ Add delivery zones on Camino del Mar
- ❑ **Additional strategies per Mobility, Parking and Development Standards discussions with City Council**