

# BASMAA's Special Projects Proposal

## Overview and Examples



SCVURPP C3 Workshop  
June 2, 2011

# Special Projects Proposal

## *Provision C.3*

### Smart Growth, High Density, Transit-Oriented Development

- Minimizes impervious surfaces
- Vehicle-related pollutants

### Incentivize Smart Growth with LID reduction credits

- Reduced C.3 volume treated with LID
- Allow media filtration, higher flow planters, other effective “non-LID”

# Environmental Benefits of Smart Growth

- Efficient use of land: compact development minimizes impervious surface, uses existing infrastructure
  - Protection of open space, habitat, groundwater recharge areas
  - Reduced VMT, GHG emissions, air-borne pollutants.
  - Livability: auto-optional access to services, work and play
- 

# MRP Permittee Goals

- Achieve State, regional and local needs- accommodate growth sustainably
  - Revitalize urban core through high-density, pedestrian-friendly, transit-oriented development
  - Develop attractive, walkable urban areas while meeting development regulations
  - Projects must be economically feasible and balance competing objectives
- 

# Common Ground

- Promote Smart Growth to achieve sustainable Bay Area (re)development
- Agree that “Special Projects” should incentivize true Smart Growth, comprise a small portion of projects
- Commitment to continuing proven LID practices, advancing new LID concepts



# BASMAA's Approach to Defining Special Projects

- Define specific project categories where prescribed LID options would conflict with density requirements, design objectives
- Benefits of this approach:
  - Aligned with Bay Area land use strategies
  - Reflective of Bay Area development
  - Clear, consistent standards for staff, developers and regulators

# BASMAA's Special Projects Proposal

## 5 Categories

- One acre, lot-line to lot-line, infill
- Two acre, Higher Density
- Transit Oriented Development
- Partial site redevelopment
- Road widening



# **Special Project Category A**

***Maximum One Acre, Lot-Line-To-Lot-Line***



# Special Project Category A

## *Maximum One Acre, Lot-Line-To-Lot-Line*

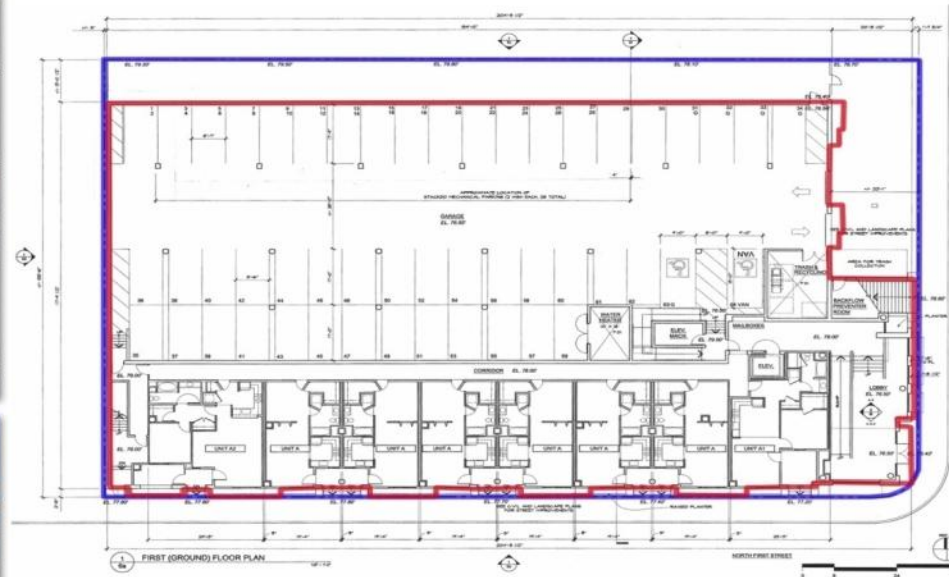
Projects creating or replacing no more than one acre of impervious surface area with permanent structures extending effectively lot-line-to-lot-line...

as part of a municipality's stated objective to preserve or enhance a pedestrian-oriented type of urban design...

and located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district.

# Special Project Category A

## Maximum One Acre, Lot-Line-To-Lot-Line



**LEGEND**  
PROPERTY LINE ————  
BUILDING FOOTPRINT ————

- One E. Julian at First Street
- 0.63 acre site
- Three story residential building with 43 attached dwelling units

**ONE EAST JULIAN**

# Special Project Category A

*Maximum One Acre, Lot-Line-To-Lot-Line*



San Pablo Avenue, Albany



Main Street, Walnut Creek

# **Special Project Category B**

***Maximum Two Acres, Lot-Line-  
To-Lot-Line, High Density***

# Special Project Category B

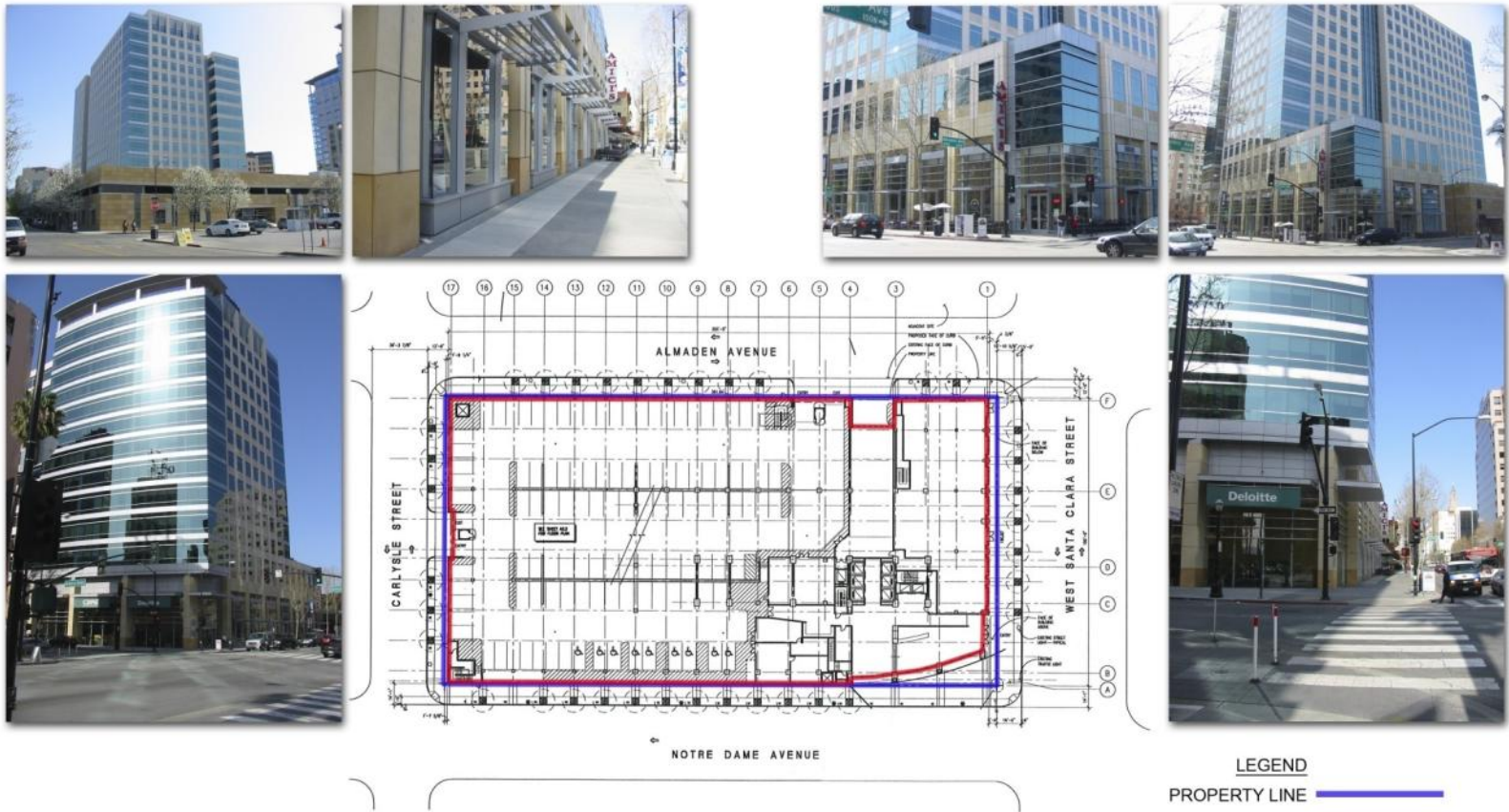
## *Maximum Two Acres, High Density*

Projects creating or replacing no more than two acres of impervious surface area with no surface parking areas... to achieve a smart-growth type of urban design. These projects shall have the following minimum development requirements:

- *Residential projects shall have a minimum of 30 DU/AC*
- *Commercial projects shall have a minimum FAR of 2:1*
- *Mixed Use projects shall have a minimum FAR of 2:1*

# Special Project Category B

## Maximum Two Acres, Lot-Line-To-Lot-Line, High Density



- 225 West Santa Clara Street, San Jose
- 1.7 acre site
- 13-story office building

**OPUS OFFICE BUILDING**

# Special Project Category C

## *Transit Oriented Development*

Non-auto-oriented projects with less than 10% of total post-project impervious area dedicated to at-grade surface parking...

located within a ½ mile radius of an existing or planned transit hub...

located within an area designated as a transit village under a municipality's general plan or a specific plan or Priority Development Area as defined by ABAG.

Runoff from surface parking areas must be treated with LID treatment measures

# Special Project Category C: *Transit Oriented Development*



# Transit Oriented Development



Market Square, Oakland  
0.2 mile from BART  
202 residential units on 57,000 square foot lot  
109 DU/AC

# Transit Oriented Development



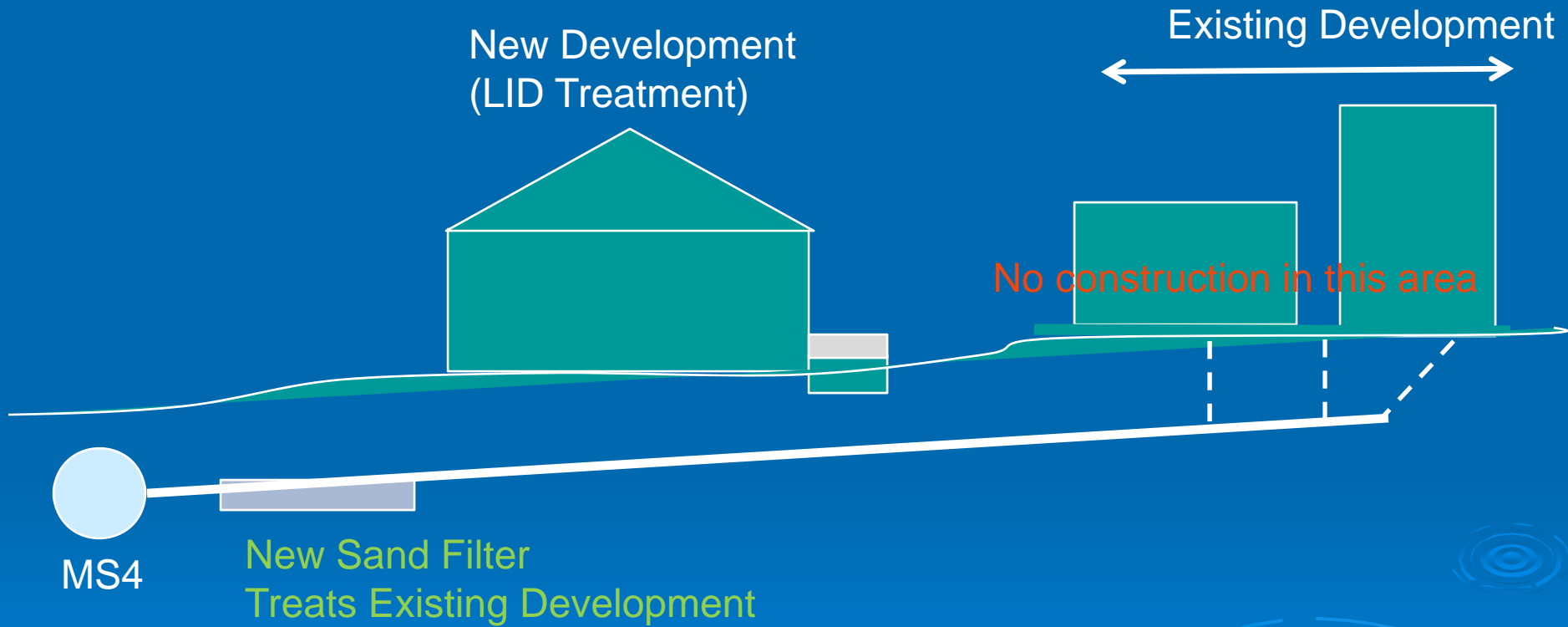
Fine Arts Building, Berkeley

0.2 mile to BART

100 residential units on 26,000 sq. ft. lot, ground floor retail

166 DU/AC

# Special Project Category D: *Retrofit Existing Development- 50% Rule*



# **Special Project Category E: *Street Widening with Additional Lanes***

LID treatment challenges when widening of existing streets or roads with additional traffic lanes

Constraints:

- **Limited ROW**
- **Existing Development**
- **Utilities**



# BASMAA's Implementation Approach

- Require all projects to treat 100% of the C.3 design storm
- Maximize LID treatment without compromising smart growth objectives
- Where 100% LID treatment would compromise smart growth objectives, allow projects to implement one of the following treatment options:
  - *Tree well filter*
  - *Proprietary vault-based filtration unit*
  - *Sand Filter*

# 2006-10 Project Analysis

C.3 Regulated Projects (631)	Percent of Total C.3 Impervious Area
All C.3 Projects	100%
Category A	0.29%
Category B	0.80%
Category B not A	0.59%

- *Category C analyzed for pending projects with/without parking limits*
- *Estimated at 168-503 acres impervious for MRP term*

# Special Projects Status

- Special Projects Proposal submitted Dec. 1, 2010
- 30-day public comment period Jan. 2011
- Ongoing discussions February – Present
- Project Category Refinement, Data analysis

# Working Draft Category C

## *Transit Oriented Development*

Located within a ½ mile radius of an existing or planned transit hub	25%
Located within a ¼ mile radius of an existing or planned transit hub, and/or within a PDA	50%
	50%

### Minimum Density (only one reduction credit allowed):

25 DU/AC	10%
35 DU/AC	20%
50 DU/AC, or higher	30%

### Minimum Floor Area Ratio (only one reduction credit allowed):

FAR 2:1	10%
FAR 3:1	20%
FAR 4:1, or higher	30%

No surface parking (except for incidental surface parking)	20%
10% or less impervious surface area as parking	10%



# Special Projects Next Steps

- LID Feasibility Criteria May 1, 2011
- Ongoing discussions
- *Water Board Hearing- Permit Amendment Fall, 2011*
- Mandatory LID Treatment Dec. 1, 2011

