

Innovation in Housing

Bringing 21st Century Ideas[®]
to a
19th Century Industry



AN INFILL DEVELOPER VERSUS THE FORCES OF NO

BY PATRICK KENNEDY

Many cities now recognize the value of promoting dense, mixed-use, infill development to enliven their downtowns, to provide affordable housing, and to improve transit ridership. But obstacles to such projects abound, among them reluctant construction lenders, skeptical mortgage financiers, and complicated building code requirements.

One of the biggest hurdles I've encountered as a developer of mixed use infill projects in Berkeley, California is the project approvals process, which invariably involves complying with the city's zoning ordinance. Many cities have ordinances that thwart the very kinds of developments they desire. In my experience, there are three particular areas of local zoning law that are most often used by city staff, opposition groups, and others to kill worthy projects.

DENSITY — The issue of density is one of the biggest sources of resistance to infill projects and the most misunderstood. The problem in many downtowns and city thoroughfares is the absence of people and their purposeful activity, not an excess of them. Samuel Johnson once wrote, "Men, thinly scattered make a shift, but a bad shift, without many things. It is being concentration that produces convenience."

The empty lots and vacant storefronts that stretch along Berkeley's University Avenue, the once proud gateway to my city, attest to the need for more density. Yet many projects are challenged on this ground alone, with the unsupported claim that more people would be detrimental to the area. In Berkeley, any "detriment" may be grounds for denial of a project, and "detriment" is often broadly defined, since no definition is given in the ordinance itself.

On one mixed use project I recently proposed on a vacant commercial lot abutting a residential neighborhood, a protester announced that "even one more person in this neighborhood or on this street would be detrimental."

The Zoning Board disagreed, recognizing that the

Few seem aware that infill development in mature,

Panoramic has been doing high density infill development since 1990

financially impossible, since few residential developments, particularly affordable or mixed use ones, can afford to build the underground parking garages necessary to accommodate them. The irony, of course, is that many people living in centrally located infill sites don't even need a parking space, and certainly don't want to have to pay for one they are not going to use.

OPEN SPACE — Another particularly troublesome requirement is open space, which, as Jane Jacobs writes in *The Death and Life of Great American Cities* (see sidebar), enjoys the slavish devotion of many city planners. Many city ordinances mirror this devotion, and make infill development all the more difficult, if not impossible. For example, the open space needed under the ordinance for a four story, infill project in downtown Berkeley that I recently considered is greater than the actual size of the lot. And the lot is across the street from U.C. Berkeley, a place with acres of open space. Another example of the perversity of the city's ordinance is that an entry front porch — where people naturally gravitate — cannot be considered open space, but a sideyard — with no direct access to a dwelling and only space enough for a garbage can and a lawnmower (10-foot-wide minimum) — can.



Kennedy's mixed-use Shattuck Avenue Lofts.

"In orthodox city planning, neighborhood open spaces are venerated in an amazingly uncritical fashion, much as savages venerate magical fetishes. Ask a houser how his planned neighborhood improves on the old city and he will cite, as a self evident virtue, More Open Space. Ask a zoner about the improvements in progressive codes and he will cite, again as a self evident virtue, their incentives toward leaving More Open Space. Walk with a planner through a dispirited neighborhood and though it be already scabby with deserted parks and tired landscaping from open

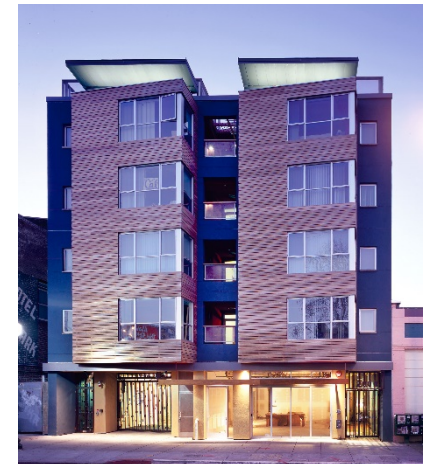
Berkeley Pepper Spray Times, October 1, 1994



Pepper Spray Times
10-94

man (A) and developer (B).

Representative Projects



Focus: Low to Middle Income Housing



Student Housing

CITYSPACES® 1321:
The Panoramic



Workforce Housing

CITYSPACES® 333:
City Gardens



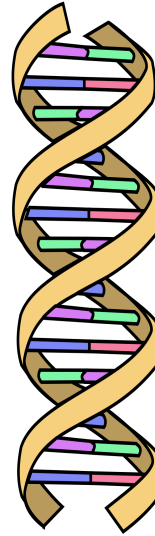
Supportive Housing

CITYSPACES® MicroPAD

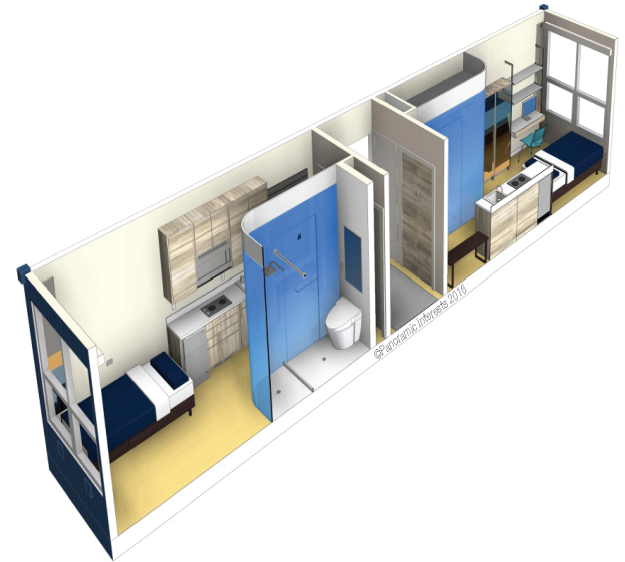
Three Components of Market Rate Affordable Housing



Car-free



**Micro
DNA**



**Standardized &
Modular Design**

1. Car free



Why own the cow when you can buy the milk?





Ditching my car for Uber saves me over 6 days of time and \$11,000 a year

Katherine Krug, Contributor

🕒 Feb. 9, 2015, 1:04 PM 🔥 122,568 💬 83

In 2010 I moved from Los Angeles to San Francisco and thought I had to bring my car with me.

LA, as anyone who's ever heard anyone say anything about LA knows, is a car city. If you're going anywhere, you're going in your car.

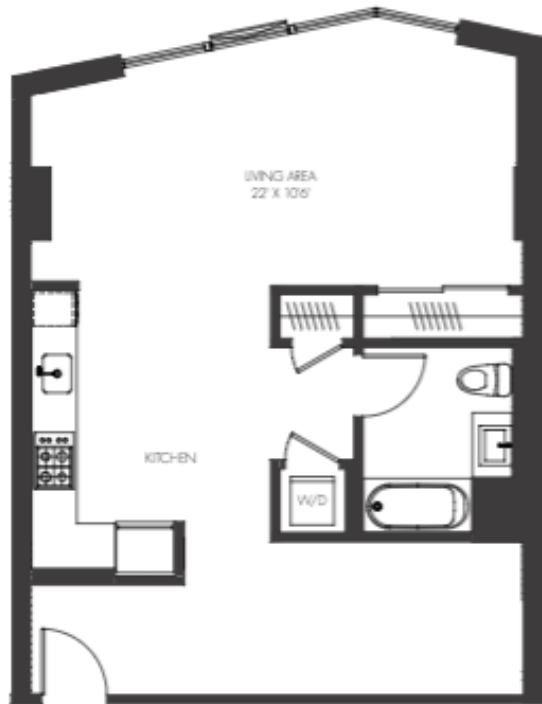
And after living there, I was convinced that this truth wasn't



2. Micro-DNA



NEMA.



687 SF

VS

CITY GARDENS



660 SF







3. Standardized design & modular construction

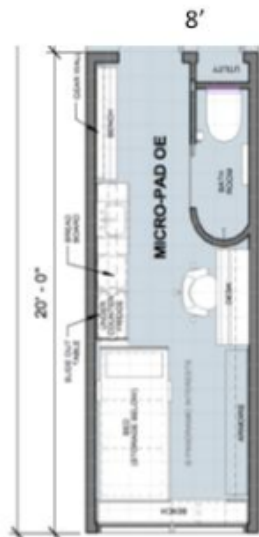




CREATORS OF CITYSPACES®



HAMBURGER



MICRO-PAD
160 SF

CHEESEBURGER

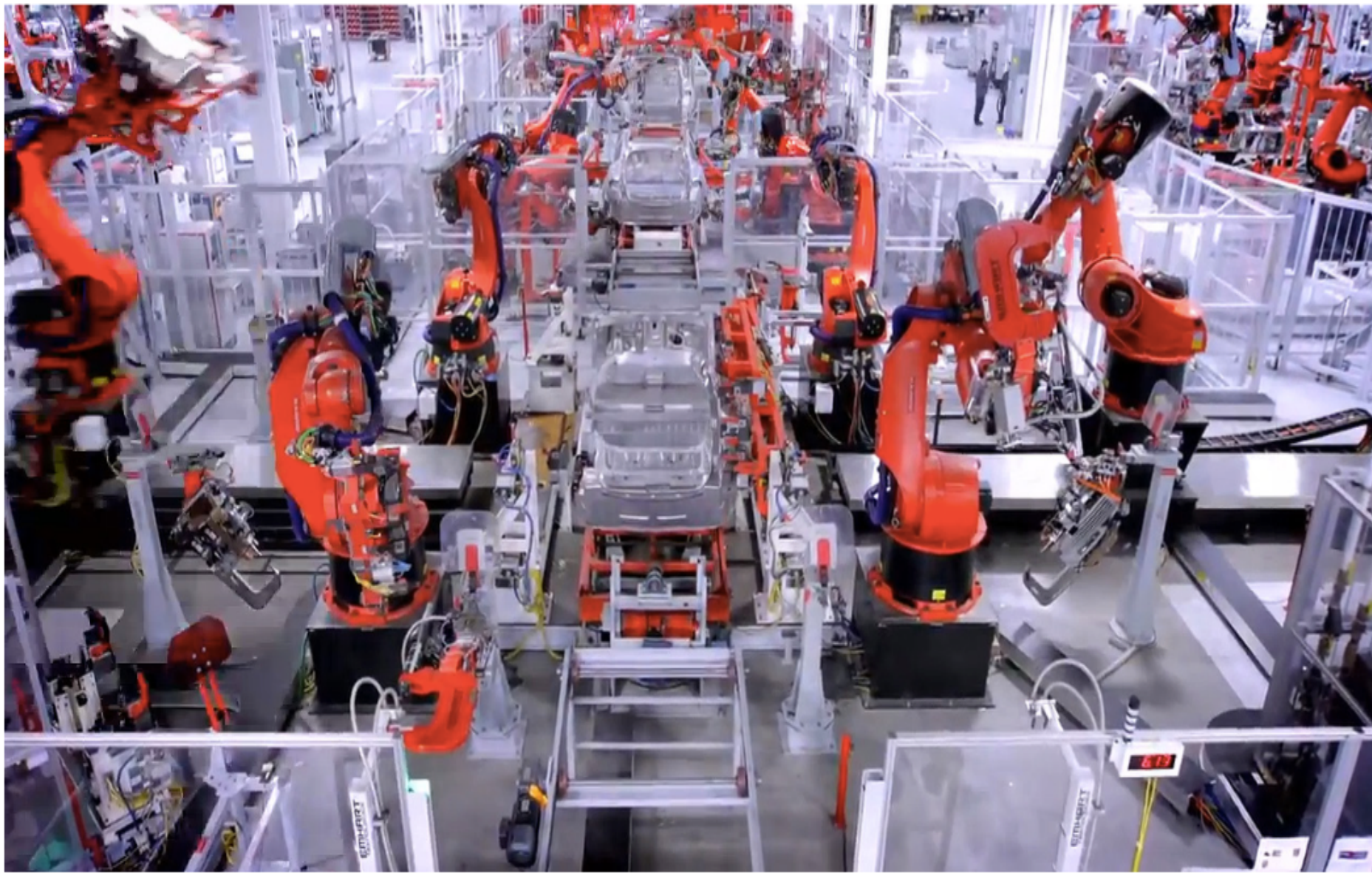


DUO
432 SF

DOUBLE-DOUBLE®



SUITE
624 SF

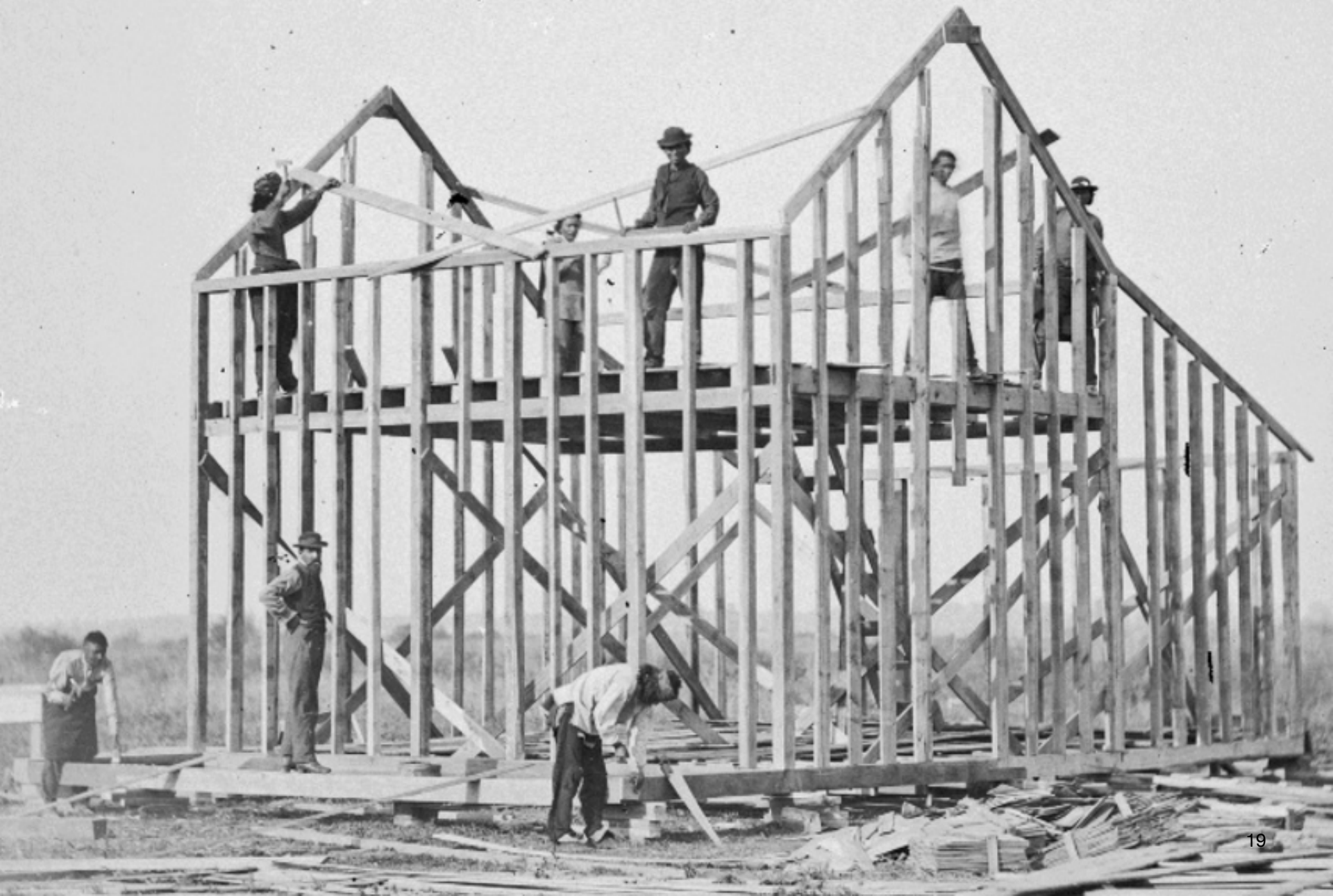


Tesla Factory -- Milpitas

Housing site -- Milpitas



1833 — Balloon frame construction for housing invented.

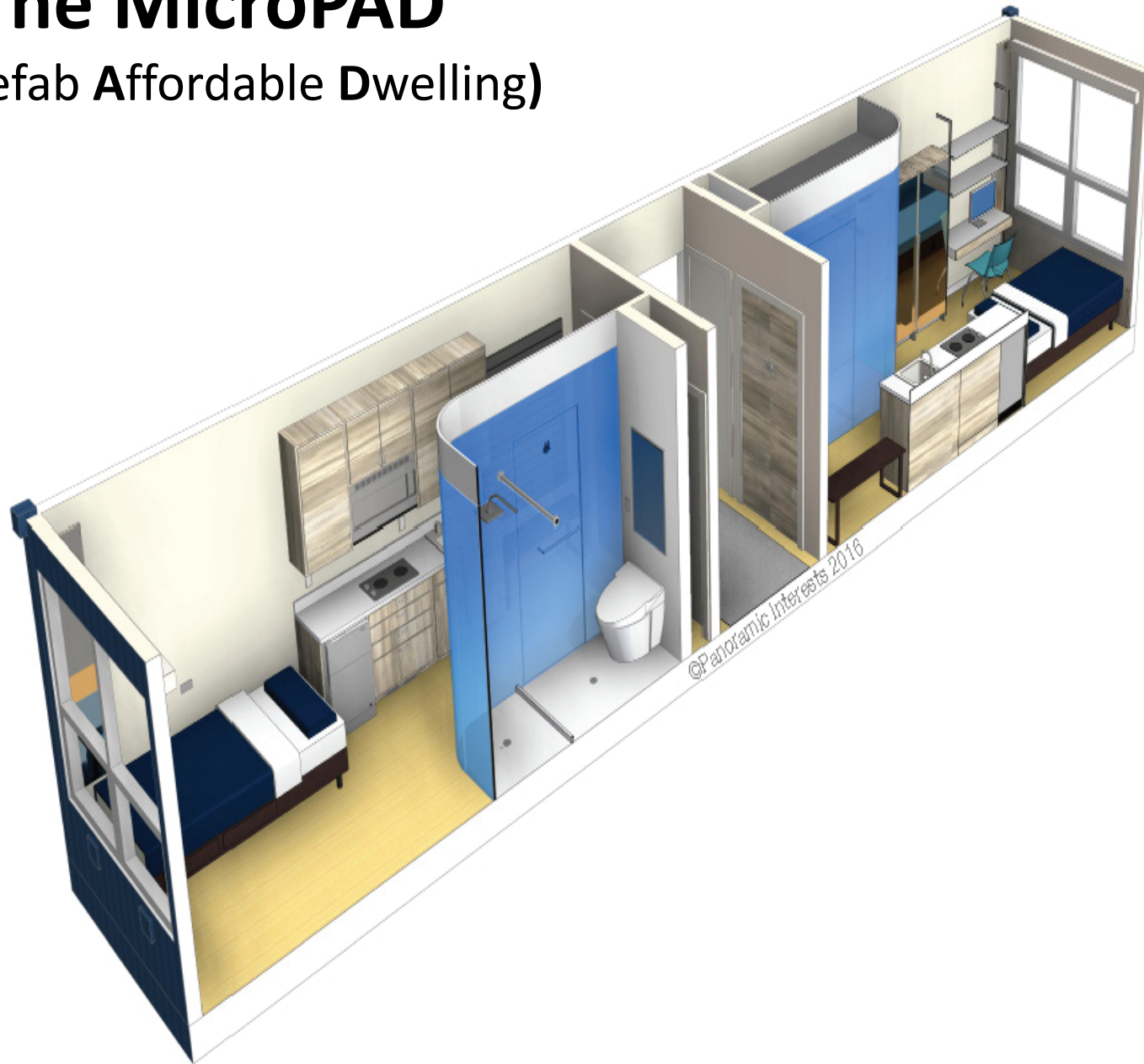


2016 — Balloon frame construction for housing



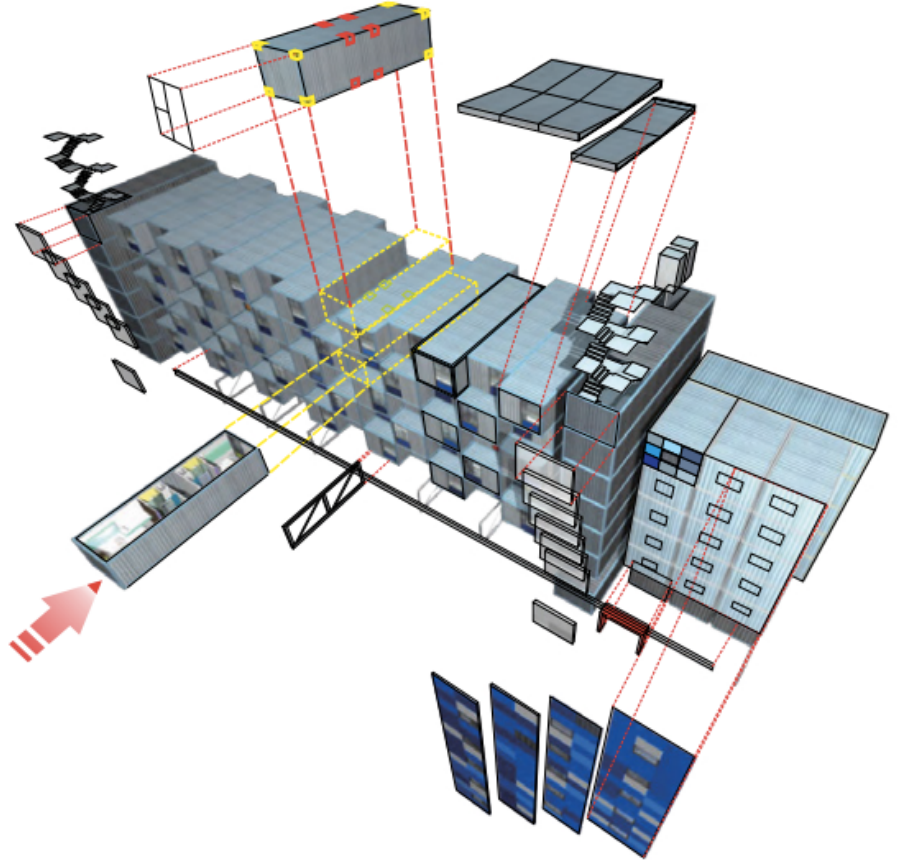
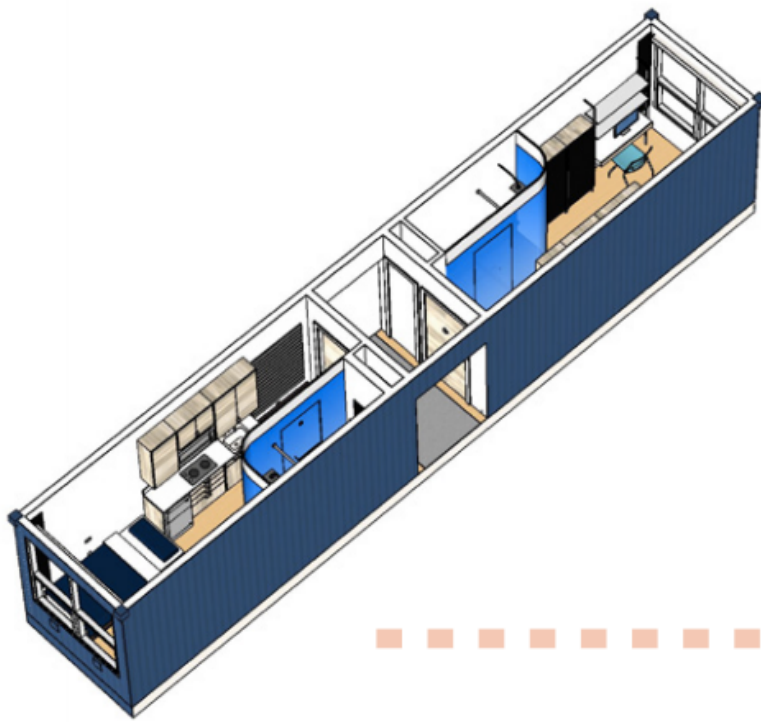
The MicroPAD

(Prefab Affordable Dwelling)

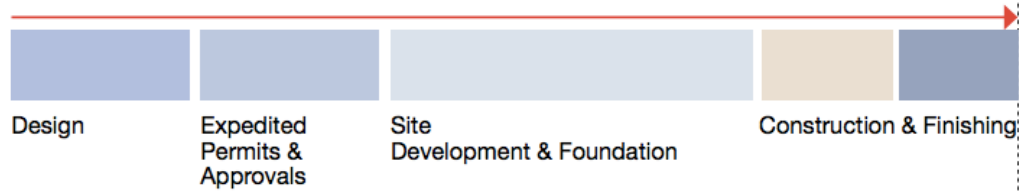




Daybed, kitchen, mudroom, bath, broom closet, micro closet and desk— 160 SF

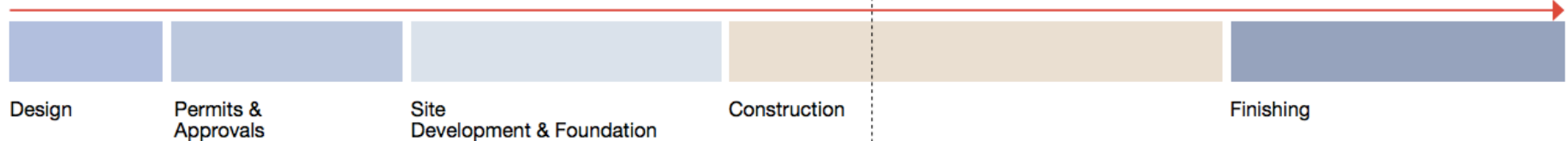


CITYSPACES MICRO-PAD CONSTRUCTION SCHEDULE



SAVING TIME 40-50%

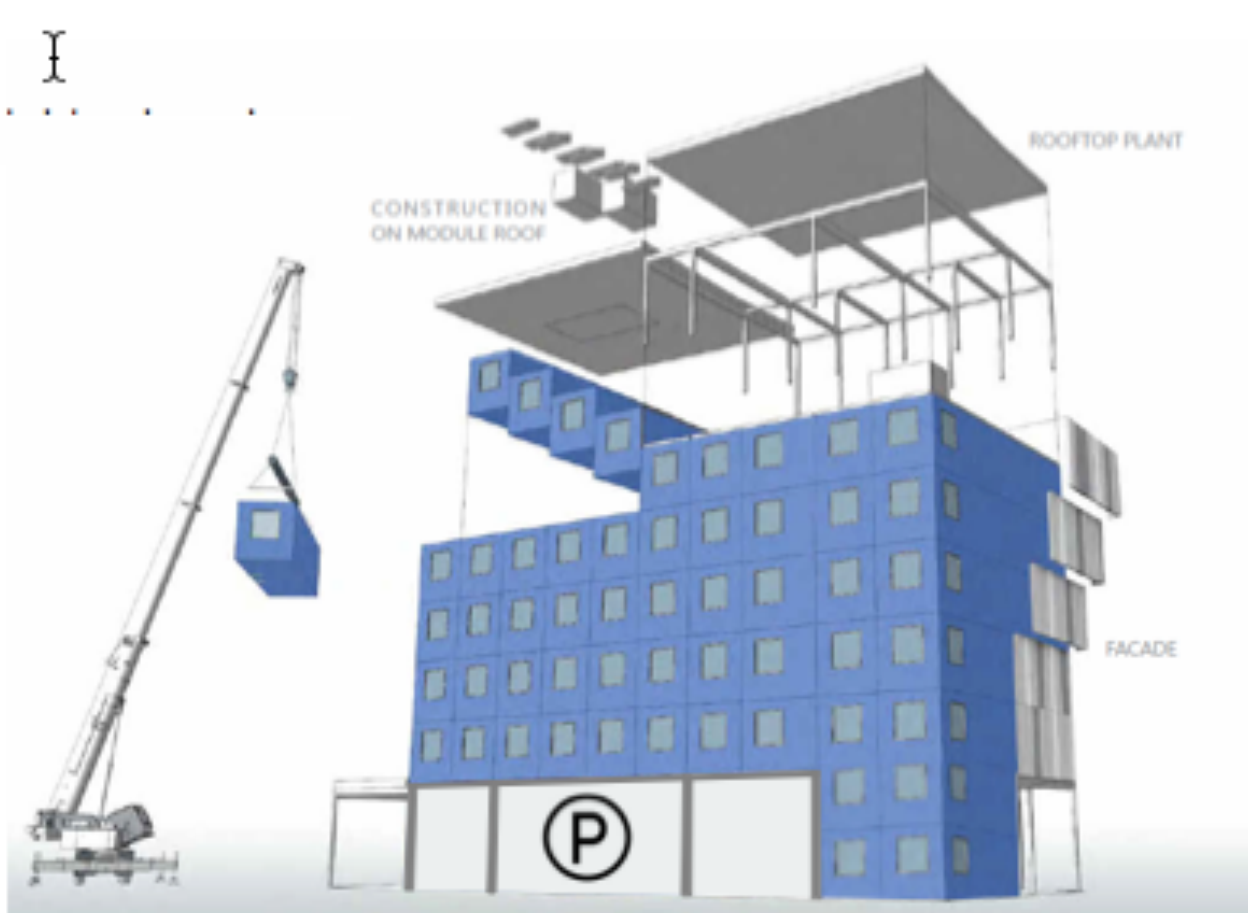
SITE-BUILT CONSTRUCTION SCHEDULE





10,000 +/- chronically homeless in Los Angeles. This ship could deliver housing for all those individuals, using only 56% of its capacity. (Capacity: 18,000 TEUs)

Car Free + Micro-DNA + Modular = More Housing



Hardware (Building) = 19th Century (Stick frame const. 1833.)

Software (Zoning) = 20th Century (Euclid v. Ambler 1926)



Isn't it time we entered the 21st Century?

PANORAMIC INTERESTS