ARTICLE 2: LAND USE STANDARDS

2.1. INTENT

The ERC Land Use Standards are used as a tool to create lively, walkable, healthy, livable areas where people are able to reduce vehicle usage without sacrificing access to neighborhood amenities. To accomplish this, the intent of Article 2 is to:

2.1.1. Allow for creation of a dense and vibrant Hubs, or areas where the most intensive development within the corridor is encouraged, with urban form and uses that require less reliance on the automobile and are more accommodating of pedestrian, transit, and bicycle transportation.

2.1.2. Provide for and encourage development and redevelopment that achieves a balance of jobs, housing, retail, open space and community facilities within close proximity to each other and to both current and future transit. The essence of a mixed-use area is that it creates opportunities to live, work and play within the same area.

2.1.3. Enable opportunities for transit-supportive development in the ERC Hubs.

2.1.4. Locate the highest level of activity and mix of uses in the Hubs and the Corridor Mixed Use Subdistrict along E. Riverside Drive and other major streets thereby supporting current and future transit ridership.

2.1.5. Enable redevelopment and adaptive reuse while accommodating existing uses.

2.1.6. Allow for dense residential uses to accommodate some of the region's expected population growth.

2.1.7. Provide for a variety of housing options to be developed in close proximity to potential jobsites as well as public transit so that residents may reduce their dependency on personal vehicles and save on transportation costs.

2.2. APPLICABILITY

For the purposes of applying the standards in this Article, refer to Section 2.3 for ERC Subdistrict descriptions and Figure 1-2 (Subdistricts Map) for ERC Subdistrict locations.

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 2.3 East Riversise Corridor Subdistricts	●	●	●	●	●	●	●	●	●	- All development
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

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2.3. EAST RIVERSIDE CORRIDOR SUBDISTRICTS

2.3.1. Applicability

2.3.2. ERC Subdistricts General

A. The locations of the ERC Subdistricts in the ERC Zoning District are depicted in Figure 1-1, East Riverside Corridor Subdistricts Map.

B. The ERC Subdistricts vary in terms of use, development intensity, and level of urban character.

C. The Corridor Mixed Use, Neighborhood Mixed Use and Industrial Mixed Use Subdistricts permit combinations of uses within a building or a site.

2.3.3. Land Use Summary Table

The Land Use Summary Table in Figure 2-1 establishes the permitted, conditional, and prohibited uses according to ERC Subdistrict and any additional regulations that apply to a particular use in a specific subdistrict.

2.3.4. Subdistrict Types

A. CMU Corridor Mixed Use (CMU) Subdistrict

Corridor Mixed Use is the highest density district designation within the East Riverside Corridor and will typically consist of mixed use buildings such as residential or offices uses over retail or office ground floor uses. The ground floors of these buildings are envisioned to be primarily retail or office while upper floors may be office and/or residential. Mixed use development is key within this subdistrict because it will help to create a walkable environment with a variety of land uses located in a compact area.

Within the CMU Subdistrict, certain areas are identified as active edges on the East Riverside Corridor Active Edge Map Figure 1-4. An active edge designation imposes additional specific land use and design requirements for development at visible intersections and along key streets near the East Riverside Corridor Hubs to ensure that the ground floors of those buildings are designed to accommodate pedestrian oriented uses at some point in time.

B. IMU Industrial Mixed Use (IMU) Subdistrict

Industrial Mixed Use is a transitional subdistrict used to accommodate existing industrial uses and enable future development to include residential and commercial uses.

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C. NMU Neighborhood Mixed Use (NMU) Subdistrict

The Neighborhood Mixed Use Subdistrict provides for mid-rise residential with neighborhood-oriented retail and smaller employers. It is intended to have opportunities for attached residential and smaller-scale commercial uses.

D. UR Urban Residential (UR) Subdistrict

Urban Residential is a residential subdistrict that allows for a range of housing types, including townhouses, rowhouses, condos, or multifamily dwellings.

E. NR Neighborhood Residential (NR) Subdistrict

Neighborhood Residential is the residential transition subdistrict located between the higher density, more active urban Subdistricts and existing single-family neighborhoods. It provides for a height transition to the existing neighborhoods outside of the ERC Zoning District. The Neighborhood Residential Subdistrict provides for single family homes, duplexes, townhouses, rowhouses, and smaller scale mutli-family buildings.

2.3.5. Drive-Through Facilities

A. A use with a drive-through facility is prohibited in the ERC Zoning District.

B. A drive-through facility serving a restaurant use is prohibited in the ERC Zoning District.

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Figure 2-1: Land Use Table

P = Permitted	C = Conditional	-- = Prohibited				
	CMU	IMU	NMU	UR	NR	Additional Requirements
Residential Uses						
Bed & Breakfast (Group 1)	P	P	P	P	P	
Bed & Breakfast (Group 2)	P	P	P	P	P	
Condominium Residential	P	P	P	P	P	
Duplex Residential	--	--	--	P	P	
Group Residential	P	P	P	P	P	
MF Residential	P	P	P	P	P	
Retirement Housing (Small site)	P	P	P	P	P	
Retirement Housing (Large site)	C	C	C	C	--	
SF Attached	--	--	--	P	P	
SF Residential (Detached)	--	--	--	--	P	
Small Lot SF Residential	--	--	--	P	P	
Townhouse Residential	--	--	P	P	P	
Two-Family Residential	--	--	--	P	P	
Commercial Uses						
Admin and Business Offices	P	P	P	--	--	Use is limited to 5,000 gross SF in NMU
Art Gallery	P	P	P	--	--	
Art Workshop	P	P	P	--	--	
Automotive Rentals	P	P	--	--	--	Max. of 10 fleet cars in CMU, Max. of 20 fleet cards in IMU
Automotive Repair Services	--	P	--	--	--	
Automotive Sales	--	P	--	--	--	Max. of 20 veihcles for sale or rental on site.
Automotive Washing (of any type)	--	P	--	--	--	
Building Maintenance Services	P	P	--	--	--	In CMU, use must be in an enclosed structure
Business or Trade School	P	P	P	--	--	

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P = Permitted	C = Conditional	-- = Prohibited				
	CMU	IMU	NMU	UR	NR	Additional Requirements
Business Support Services	P	P	P	--	--	
Cocktail Lounge	C	C	C	--	--	May not be located within 1,320' of another cocktail lounge.
Commercial Blood Plasma Center	--	P	--	--	--	Permitted subject to LDC Section 25-2-803
Commercial Off-Street Parking	P	P	P	--	--	May not exceed 1 ac. in size. Not loacted within 100' of corner. Not more than one per 300'. Must meet all design requirments in this document.
Communication Services	P	P	P	--	--	
Construction Sales and Services	--	P	--	--	--	
Consumer Convenience Services	P	P	P	--	--	
Consumer Repair Services	P	P	P	--	--	
Convenience Storage	C	P	--	--	--	In CMU & IMU, use must be enclosed in single building on site; no direct entry to individual storage units from outside.
Drop-Off Recycling Collection Facility	--	P	--	--	--	
Electronic Prototype Assembly	P	P	--	--	--	
Electronic Testing	P	P	--	--	--	
Equipment Repair Services	--	P	--	--	--	
Equipment Sales	--	P	--	--	--	
Exterminating Services	--	P	--	--	--	
Financial Services	P	P	P	--	--	
Food Preparation	P	P	P	--	--	
Food Sales	P	P	P	--	--	Limited to 5,000 SF in NMU
Funeral Services	--	P	--	--	--	
General Retail Sales (Convenience)	P	P	P	--	--	Limited to 5,000 SF in NMU

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P = Permitted C = Conditional -- = Prohibited						
	CMU	IMU	NMU	UR	NR	Additional Requirements
General Retail Sales (General)	P	P	P	--	--	Limited to 50,000 SF in CMU & NMU
Hotel-Motel	P	P	P	--	--	
Indoor Entertainment	P	P	--	--	--	
Indoor Sports and Recreation	P	P	--	--	--	
Kennels	P	P	--	--	--	
Laundry Services	--	P	--	--	--	
Liquor Sales	C	C	C	--	--	May not be located within 1,320' of another liquor sales use.
Medical Offices -- 5000 SF+	P	P	--	--	--	
Medical Offices -- less than 5000 SF	P	P	P	--	--	
Monument Retail Sales	--	--	--	--	--	
Off-Site Accessory Parking	P	P	P	--	--	May not exceed 1 acre in size. Not located within 100' of corner. Not more than one per 300'. Must meet all design requirements in this document.
Outdoor Sports and Recreation	--	P	--	--	--	
Pawn Shop Services	P	P	P	--	--	May not be located within 5,280' of another Pawn Shop service use.
Personal Improvement Services	P	P	P	--	--	Limited to 5,000 SF in NMU
Personal Services	P	P	P	--	--	
Pet Services	P	P	P	--	--	
Plant Nursery	--	P	C	--	--	
Printing and Publishing	P	P	C	--	--	
Professional Office	P	P	P	--	--	Limited to 5,000 SF in NMU
Research Assembly Services	--	P	--	--	--	
Research Services	P	P	C	--	--	
Research Testing Services	--	P	--	--	--	
Research Warehousing Services	--	P	--	--	--	

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P = Permitted	C = Conditional	-- = Prohibited				
	CMU	IMU	NMU	UR	NR	Additional Requirements
Restaurant (General)	P	P	P	--	--	Conditional use permit required for late hours. See section 4.2.4 for other potential restrictions.
Restaurant (Limited)	P	P	P	--	--	Limited to 5,000 SF in NMU. Conditional use permit required for late hours. See section 4.2.4 for other potential restrictions.
Service Station	--	C	C	--	--	May not fuel more than 8 vehicles at one time (NMU, IMU)
Software Development	P	P	P	--	--	Limited to 5,000 SF in NMU
Special Use Historic	C	C	C	--	--	Use must comply with LDC 25-2-807
Theater	P	P	P	--	--	
Veterinary Services	P	P	P	--	--	Service to be conducted within enclosed structure. Veterinary hospitals for livestock and large animals not permitted.
Civic Uses						
Administrative Uses	P	P	P	--	--	Incidental maintenance of adminstration service vehicles prohibted on-site in CMU and NMU.
Club or Lodge	C	C	--	--	--	May not be located within 1,320' of another club or lodge.
College or University Facilities	P	P	--	--	--	Existing use in place prior to 11/07/07 not considered a non-conforming use.
Communication Service Facilities	P	P	--	--	--	
Community Recreation (Private)	P	P	C	C	C	
Community Recreation (Public)	P	P	C	C	C	

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P = Permitted	C = Conditional	-- = Prohibited				
	CMU	IMU	NMU	UR	NR	Additional Requirements
Congregate Living	C	C	C	C	--	
Convalescent Services	C	C	C	C	--	
Counseling Services	P	P	C	--	--	
Cultural Services	P	P	P	C	C	
Day Care Services (Commercial)	P	P	P	P	C	
Day Care Services (General)	P	P	P	P	C	
Day Care Services (Limited)	P	P	P	P	P	
Employee Recreation	--	P	--	--	--	
Family Home	P	P	P	P	P	
Group Home, Class I (General)	P	P	P	P	C	
Group Home, Class I (Limited)	P	P	P			
Group Home, Class II	C	P	C	C	--	
Guidance Services	P	P	P	--	--	
Hospital Services (General)	C	C	C	--	--	
Hospital Services (Limited)	P	P	C	--	--	
Local Utility Service	C	P	C	C	C	
Maintenance & Service Facilities	--	C	--	--	--	
Major Utility Facilities	--	C	--	--	--	
Park & Rec Services (General)	P	P	P	P	P	
Park & Rec Services (Special)	P	P	P	--	--	
Postal Facilities	--	C	C	--	--	
Private Primary Educational Facilities	P	P	P	C	C	
Private Secondary Educational Facilities	P	P	P	C	C	
Public Primary Educational Facilities	P	P	P	P	P	
Public Secondary Educational Facilities	P	P	P	P	P	
Qualified Community Garden	--	P	--	P	P	

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P = Permitted	C = Conditional	-- = Prohibited				
	CMU	IMU	NMU	UR	NR	Additional Requirements
Railroad Facilities	C	P	C			
Religious Assembly	P	P	P	P	P	
Residential Treatment	C	C	C	C	--	
Safety Services	P	P	P	C	C	
Telecommunication Tower	--	--	C	C	C	Subject to 25-2-839. Located on top of building or Architectural Component. Prohibited in CMU.
Transitional Housing	C	C	--	--	--	
Transportation Terminal	C	C	C	C	C	
Industrial Uses						
Basic Industry	--	P	--	--	--	Use may not produce noise, vibration, smoke, dust, odor, heat, glare, fume, electrical interference, or waste- run-off outside an enclosed structure.
Custom Manufacturing	P	P	P	--	--	Use may not produce noise, vibration, smoke, dust, odor, heat, glare, fume, electrical interference, or waste- run-off outside an enclosed structure.
General Warehousing & Distribution	--	P	--	--	--	
Light Manufacturing	--	P	--	--	--	
Limited Warehousing & Distribution	--	P	--	--	--	
Recycling Center	--	P	--	--	--	
Agricultural Uses						
Urban Farm	--	C	C	C	C	

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ARTICLE 3:
CIRCULATION, CONNECTIVITY AND STREETSCAPE STANDARDS

The applicability of standards in Article 3 is based on the ERC Subdistrict in which a property is located and the Roadway Type designation of the street(s) adjacent to it. Refer to Article 1 for descriptions and maps of ERC Subdistricts and ERC Roadway Types.

3.1. INTENT

The standards of Article 3 are intended to:

3.1.1. Increase mobility both within the East Riverside Corridor area and to surrounding areas by improving connectivity and accommodations for pedestrians, cyclists and transit;

3.1.2. Encourage a greater percentage of travel accomplished by walking, biking, and transit;

3.1.3. Provide built environment, streetscape and street designs that are safe and enjoyable for pedestrians and cyclists;

3.1.4. Ensure that site design promotes efficient pedestrian, bicycle and vehicle circulation patterns;

3.1.5. Ensure the creation of a high-quality street and sidewalk environment that is supportive of pedestrian, bicycle and transit mobility and that is appropriate to the roadway context;

3.1.6. Ensure that trees, sidewalks, buildings and bicycle accommodations – major elements that make up a streetscape – are arranged in a manner that supports the creation of a safe, human-scaled, and well-defined roadway environment;

3.1.7. Ensure that there are multiple travel route options for all transportation modes in and around the ERC Zoning District;

3.1.8. Ensure that vehicular parking is accommodated in a manner that enriches and supports, rather than diminishes, the roadside pedestrian and bicycle environment, and that does not create a barrier between the roadside environment and the roadside buildings; and

3.1.9. Ensure that sites are developed in a manner that supports and encourages connectivity for all modes of travel and that new and existing development, pedestrian and bicycle paths, and open spaces complement and link to one another.

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3.2. EAST RIVERSIDE CORRIDOR ROADWAY TYPES

Each existing and future street in the ERC Zoning District has a roadway type designation, which establishes many of the sidewalk, streetscape and building placement standards in this Document. The four ERC roadway types are shown on the East Riverside Corridor Roadway Type Map in Figure 1-3. Because roadway types define the urban design framework of the City, they have been used as an organizing tool to provide a consistent regulatory approach to create a cohesive development pattern along Austin's streets and remove some of the inconsistency that arises from having a variety of zoning districts and development standards fronting a single street.

3.2.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.2 East Riverside Corridor Roadway Types	●	●	●	●	●	●	●	●	●	- All development
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

3.2.2. Roadway Types

The following four roadway types are refinements of roadway types used in other parts of the city. These roadway types apply to the East Riverside Corridor Zoning District.

A. ERC Core Transit Corridors

ERC Core Transit Corridors include streets within the ERC Zoning District that have or will have a sufficient population density, mix of uses, and transit facilities to encourage and support transit use. They have a high level of visibility and offer some of the best locations for retail service activity. East Riverside Drive & Pleasant Valley Road, within the boundaries of the ERC Zoning District, are designated ERC Core Transit Corridors.

B. ERC Pedestrian Priority Collector

ERC Pedestrian Priority Collector is the roadway designation for existing and future collector streets that also serve as primary pedestrian routes within the ERC Zoning District. Figure 1-5, East Riverside Corridor Collector Street Map, of this Document identifies locations for new collector streets to form direct vehicular, bicycle and pedestrian connections between major roadways in the ERC Zoning District as the area redevelops. All new streets built in accordance with the ERC Collector Street Plan will be designated as ERC Pedestrian Priority Collectors. The required collector streets provide a grid-like network of streets which enable connnectivity and circulation, while encouraging walkability.

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C. ERC Urban Roadway

The ERC Urban Roadway designation is for all existing and future streets located within the ERC Zoning District not designated as ERC Core Transit Corridors, ERC Pedestrian Priority Collectors or ERC Highways, excluding smaller circulation routes like alleys. These streets form the finer grained network of streets that provide connections with and complement the transportation framework created by the other roadway types. Any new street in the ERC Zoning District that does not have an ERC Core Transit Corridor, ERC Pedestrian Priority Collector or ERC Highway designation, nor is identified as a proposed new collector street on Figure 1-5: ERC Collector Street Map, will be designated as an ERC Urban Roadway for the purpose of applying the standards in this Document.

D. ERC Highways

ERC Highways include Highway 71 (Ben White Blvd.) and Interstate Highway 35 (I-35) and their frontage roads in the ERC Zoning District.

3.3. SIDEWALK STANDARDS

3.3.1. General Applicability

In order to create an environment that is supportive of pedestrian, bike and transit mobility, public sidewalks shall be provided on both sides of all streets in the ERC Zoning District. The requirements of this section must be met on all adjacent roadway types.

3.3.2. Sidewalk Standards for All Roadway Types

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.3.2 Sidewalk Standards for All Roadway Types	●	●	●	●	●	●	●	●	●	- All development - Requirement must be met on all adjacent roadway types
See Article 1 for maps and Sections 2.3.4 & 3.2.2. for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Sidewalks

Public sidewalks are required and shall meet the standards of Figure 3-2. The minimum sidewalk width requirement shall apply regardless of the available right-of-way. If necessary to meet the required sidewalk width, the sidewalk shall extend onto private property to fulfill the minimum requirement, with a sidewalk easement provided.

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Sidewalks shall consist of two zones: a planting zone located adjacent to the curb, and a clear zone (see Figures 3-3 and 3-4).

Figure 3-1:
Example of Sidewalk with Planting Zone and Clear Zone

1. **Planting Zone**

   The planting zone is intended for the placement of street trees, if required, and street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bus shelters, bicycle racks, public utility equipment such as electric transformers and water meters, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility (see Figure 3-1).

2. **Clear Zone**

   The clear zone shall be hardscaped, shall be located adjacent to the planting zone, and shall comply with ADA and Texas Accessibility Standards and shall be unobstructed by any permanent or nonpermanent element for the required minimum width and a minimum height of eight feet (see Figure 3-2). Accessibility is required to connect sidewalk clear zones on adjacent sites.

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Figure 3-2: Required standards for public sidewalks within the ERC Zoning District.

Standards	Applies if subdistrict is:	Applies if the adjacent street is:				Additional Requirements
	CMU	CTC	PPC	UR	HWY	
Min. Total Sidewalk Width includes planting and clear zone. (Feet)	varies	15'	12'	12'	10'	
Min. Planting Zone Width (Feet)	varies	8'	7'	7'	optional	
Minimum Clear Zone Width	varies	7'	5'	5'	8'	Along ERC Highways, sidewalks shall be located a minimum of 2 feet from the property line in compliance with TCM Section 4.2.1.
Street Trees Required	●	●	●			All required trees must be a minimum of 3 caliper inches and shall be planted at an average spacing not greater than 30 feet on center. See Section 3.3.2.B.4 "Utilities" for sites with utility conflicts.
See Article 1 for maps and Sections 2.3.4 & 3.2.2. for descriptions of ERC Subdistricts and ERC Roadway Types.						

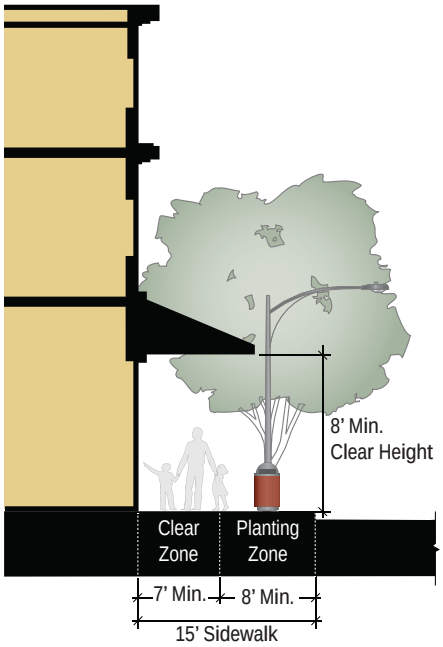

Figure 3-3:
ERC Core Transit Corridor (CTC) Sidewalk Standards

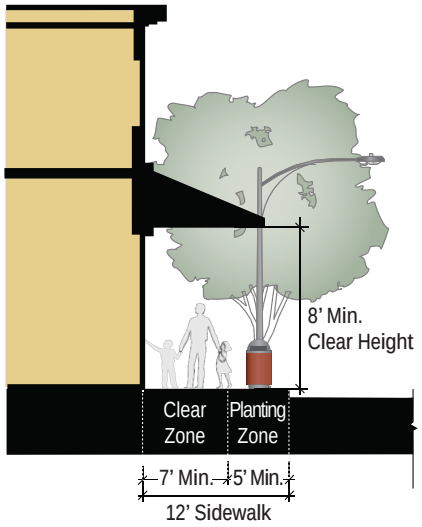

Figure 3-4:
ERC Pedestrian Priority (PPC) & Urban Roadway (UR) Sidewalk Standards

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3. Accommodating Bicycle Facilities

a. If the adjacent street is designated an ERC Core Transit Corridor or ERC Pedestrian Priority Collector, sidewalks may only encroach in the right-of-way (ROW) to the extent that enough ROW remains to be able to accommodate a cycle track per National Association of City Transportation Officials (NACTO) standards (on ERC Core Transit Corridors) or 6-foot wide on-street bicycle lane (on ERC Pedestrian Priority Collectors) on both sides of the street in the future.

b. If optional parallel parking is provided adjacent to required 6' bike lanes then the width of the parallel parking stall shall be no less than 8' wide.

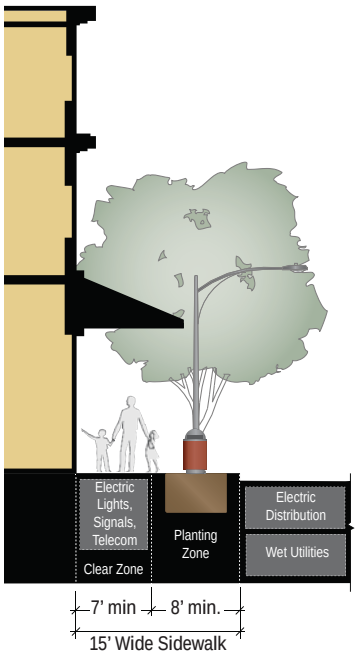

Figure 3-5:
ERC Core Transit Corridor with underground utilities.

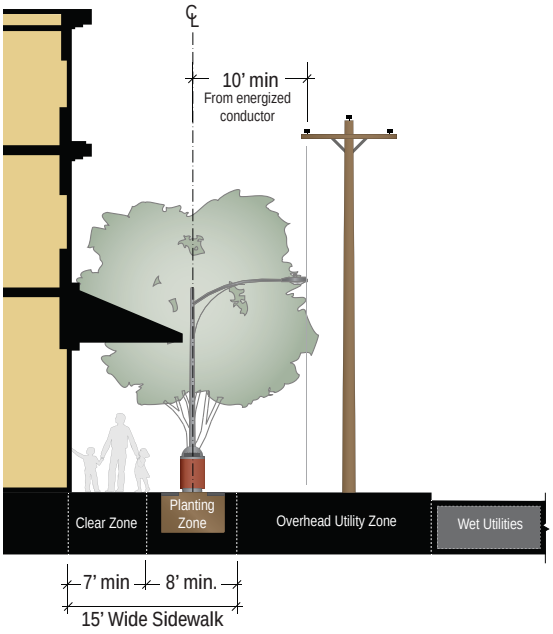

Figure 3-6:
ERC Core Transit Corridor with overhead utility zone at curb.

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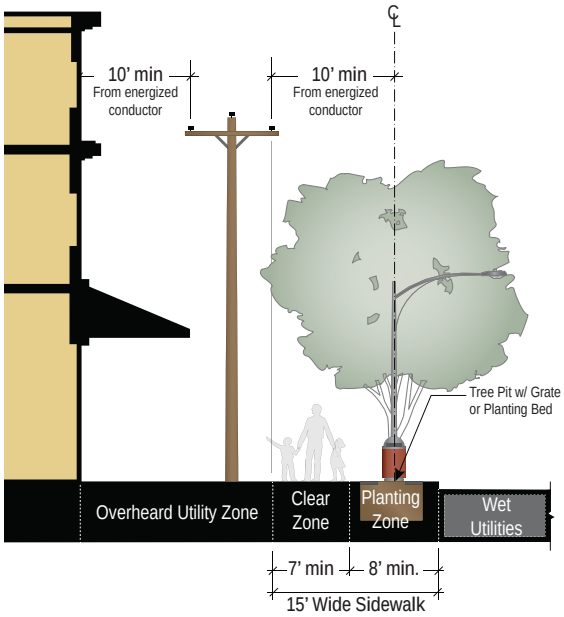

Figure 3-7:
ERC Core Transit Corridor with overhead utility zone.

4. Utilities

a. All utility lines shall be underground from the building to the property line. Utility lines within the right-of-way shall be placed underground or relocated to the rear of the site to the maximum extent practicable as determined by the Director (See Figure 3-5).

b. Where existing electric utilities remain overhead and are located behind the curb, an overhead utility zone shall be provided so that no portion of the building is located within a 10-foot radius of the energized conductor. In addition, street trees shall be set back from an energized conductor by a minimum of ten feet as measured from the centerline of the tree. Options for street tree planting and sidewalk placement in combination with overhead utilities are illustrated in Figures 3-6 and 3-7.

c. Utility compatible trees may be used so that the trees can be located beneath, rather than offset from, the overhead electric utilities if the Director determines that one of the following conditions is met:

i. If the depth of a lot is 120 feet or less and electric utilities remain overhead and are located behind the curb; or

ii. If, in order to meet all of the requirements of this section, the building façade would be required to set back 30 feet or more beyond the curb face (Note: if the requirements of this section can be met within existing right-of-way, utility compatible trees may not be used).

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3.4. ON-STREET PARKING

3.4.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.4 On-street parking	●	●	●	●	●	●	●	●	●	Optional for all development.
See Article 1 for maps and Sections 2.3.4 & 3.2.2. for descriptions of ERC Subdistricts and ERC Roadway Types.										

3.4.2. Purpose

On-street parking is encouraged within the ERC Zoning District to increase the viability of adjacent retail and to serve other local parking needs. On-street parking also provides protection for pedestrians creating a more pleasant sidewalk experience, and when coupled with a cycle track, on-street parking provides a protective buffer for bicyclists. Approval of the City Traffic Engineer and compliance with fire access standards is required.

3.4.3. On-Street Parallel Parking

A. On-street parallel parking is encouraged along all streets in the ERC Zoning District where feasible. On street parking is subject to the approval of the City Traffic Engineer.

B. In the future, the City could consider converting the outside lanes of East Riverside Drive to on-street parking during off-peak hours to support local business and new residential activity.

C. The City Traffic Engineer may determine that on-street parking is not feasible due to limited right-of-way width or lack of appropriate and adequate easement, transit activity conflict and interference, inadequate sight distance caused by vertical or horizontal curvature of a street, high roadway speeds, or other safety concerns.

D. The design for on-street parallel parking may be accommodated by providing parking inside the curb line (Figure 3-8 and 3-9).

E. If on-street parking is provided, the sidewalk standards under Section 3.3.2 shall continue to apply, with both a clear zone and planting zone placed adjacent to the curb at the inside of the parking spaces.

F. If optional parallel parking is provided adjacent to required 6' bike lanes, then the width of the parallel parking stall shall be no less than 8' wide.

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3.4.4. Head-in and Angle Parking Restrictions

Only parallel parking is allowed in the CMU or NMU Subdistricts or on an ERC Core Transit Corridor or ERC Pedestrian Priority Collector in the ERC Zoning District.

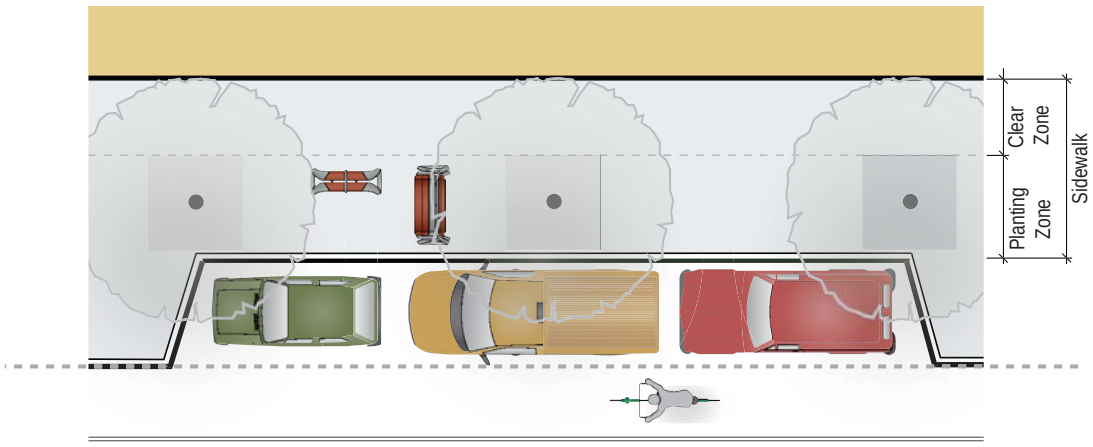

Figure 3-8:
On-street parallel parking design inside the curb line.

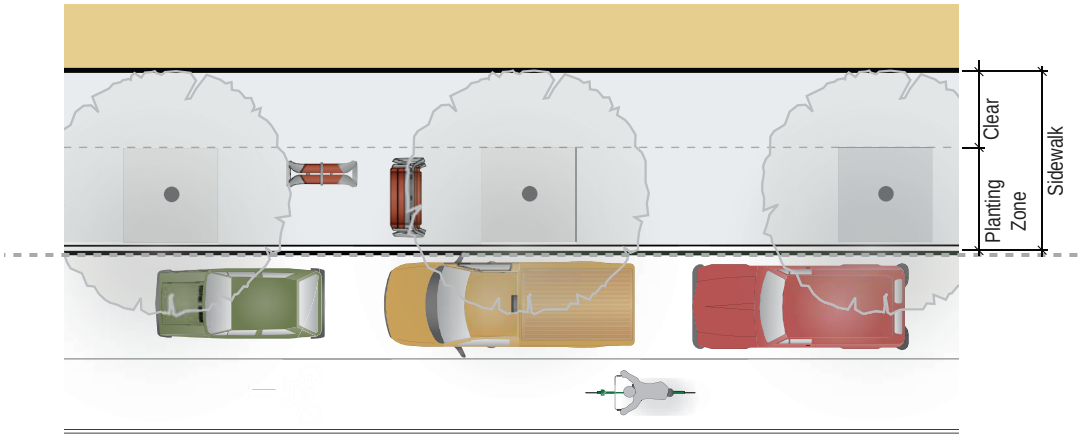

Figure 3-9:
On-street parallel parking - standard design adjacent to the curb.

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3.5. CONNECTIVITY AND CIRCULATION

3.5.1. Project Circulation Plan

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.5.1 Project Circulation Plan	●	●	●	●	●	●	●	●	●	All development.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Standards

1. A Project Circulation Plan must be submitted with a site plan or subdivision application for an area of five acres or larger that is subject to the requirements of this section. The Project Circulation Plan shall be developed and reviewed for its consistency with this Section 3.5.1 and the ERC Collector Street Map (Figure 1-5), which illustrates proposed locations for new collector streets in the ERC Planning Area. Collector streets shown on the ERC Collector Street Map (Figure 1-5) are required.

2. The Project Circulation Plan must demonstrate:

a. How the on-site circulation system meets the standards of this Section 3.5;

b. How the on-site circulation system integrates with existing and planned streets, bicycle and pedestrian facilities, and trails in the surrounding area;

c. How new street design conforms with the recommended street cross section standards in Appendix A and reflects the intent of this Article;

d. How new collector street alignments conform with the ERC Collector Street Map (Figure 1-5) or how deviations from the Collector Street Plan, in terms of street placement, alignment, and design, are consistent with the intent statements in this Document;

e. Consideration for pedestrians, bicyclists, transit, and vehicles; and

f. That the street and pathway system will contribute to safe and convenient pedestrian connections between primary destinations in the ERC area (e.g. transit station, commercial services, parks) and residential areas.

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3. For a subdivision, right of way dedication on the preliminary plan will document the project circulation plan. A restrictive covenant or easement shall be recorded and referenced on preliminary plan and final plat in lieu of dedication if approved through a variance from the Land Use Commission. The covenant may be amended if the director approves a revision to the Project Circulation Plan as authorized under this chapter.

4. **Director Approval**

   a. A Project Circulation Plan must be reviewed and approved by the Director under the requirements of this section.

   b. A Project Circulation Plan should create interconnected blocks bounded by streets. The Director may approve a Project Circulation Plan containing blocks bounded by railroad right-of-way, subdivision boundary lines, or natural features if no reasonable alternatives are available.

   c. Revisions to the Project Circulation Plan may be approved by the Director after considering the circulation characteristics of a proposed development plan, the need for access to adjoining properties, and the compatibility of surrounding development.

   d. The Director may waive the requirement for a Project Circulation Plan if the Director finds that a plan is not necessary due to the nature of the proposed development on the site, the existence of surrounding incompatible development, or other factors unique to the property which make strict compliance unfeasible.

   e. A subdivision or site plan may not be approved if the Project Circulation Plan is not approved. The Directors' decision approving or disapproving a Project Circulation Plan is subject to appeal by the applicant under the requirements of Section 25-5-112(c) of the LDC. A disapproval by the Director may be appealed by the applicant to the Land Use Commission.

5. Joint Access. If necessary to ensure access to the streets by the general public and transit vehicles, the director may require joint use driveways within the site to adjacent properties.

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3.5.2. Dedication of ERC Collector Streets

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.5.2 Dedication of ERC Collector Streets	●	●	●	●	●		●			All development.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Right-of-way shall be dedicated for collector streets as identified on the ERC Collector Street Map (Figure 1-5) in conformance with LDC Section 25-6-51(a)(2) (an approved collector plan) and associated requirements in LDC Chapter 25-6, Article 2 (Reservation and Dedication of Right-of-Way).

1. New collector streets are required to follow the street cross-sections provided in Appendix A. The sidewalks and streetscapes of new collector streets shall meet the applicable standards in Article 3.

2. Collector street alignments shown on Figure 1-5 are approximate, are subject to modification as deemed appropriate by the Director and may be located on different ownership parcels. ROW dedication and reservation on specific parcels shall be determined in accordance with LDC Chapter 25-6, Article 2.

3. If a site is five acres or larger in size and required to build a new street(s) to meet the block size standards in Section 3.5.4, street alignment shall follow the collector street alignment as identified in Figure 1-5.

4. If a site is less than five acres in size, or would otherwise not be required to provide a new street(s) on the site in compliance with the block size standards in Section 3.5.4 or any other requirement, Floor-to-Area (FAR) calculations for the non-dedicated portion of the site shall be made based on the total site prior to the dedication of Right-of-Way.

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3.5.3. Standards for New Streets

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.5.3. Standards for New Streets	●	●	●	●	●					- Any new street built in the ERC Zoning District.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Any new street built in the ERC Zoning District is recommended to follow one of the street cross-sections provided in Appendix A. Those streets designated as Collector streets in Figure 1-5 must provide the required minimum ROW as shown in the street cross sections provided in Appendix A.

C. New streets are encouraged to incorporate Innovative Water Quality Controls as described in Environmental Criteria Manual Section 1.6 and illustrated in Appendix B of this Document.

3.5.4. Block Standards

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.5.4 Block Standards	●	●	●	●	●	●	●	●	●	- A site five acres or larger, or any block face exceeding 500 feet in length. - A site containing three or more buildings
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Maximum Block Size

A site five acres or larger, or a site smaller than five acres but containing three or more buildings, shall be generally divided into internal blocks. Streets connecting the blocks shall form an interconnected, grid-like transportation system on the site and connect to existing and future streets, using the East Riverside Corridor Master Plan Street Network Map as a guide. Notwithstanding the provisions of new streets consistent with the ERC Collector Street Plan, the maximum length of any block face shall be 660 feet and the maximum block perimeter shall be 1,800 feet as measured from the curb line (see Figure 3-10) with the following exemptions, subject to the approval of the Director:

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1. Block size should not exceed the standards in Subsection B above unless there are special circumstances including, but not limited to: restricted access due to easements, rail right-of-way, natural features (such as waterways and floodplain), and existing development.

2. Contiguous green spaces or parks are not subject to the block-length requirements, but if the green space or park is longer than 500 feet, it must include a minimum of one pedestrian and bicycle shared use path as a mid-block connection. This path shall connect to other existing or planned pedestrian/bicycle routes through the site or adjacent to the site.

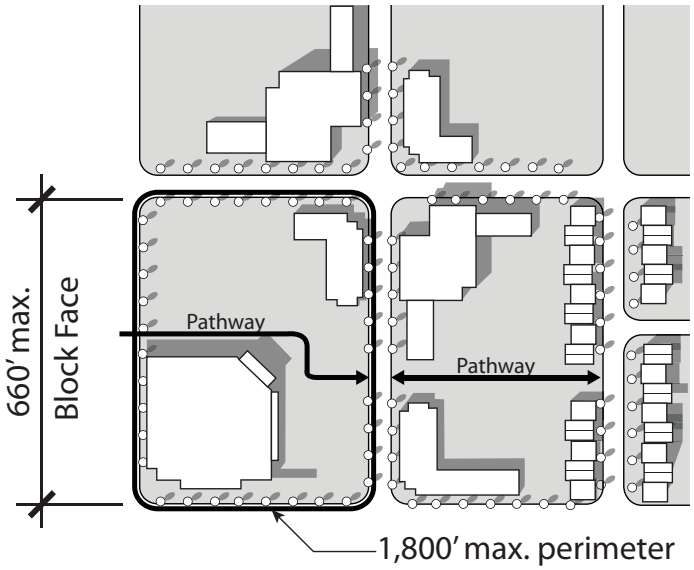

Figure 3-10:
Example of a development meeting block standards and mid-block pathways.

C. Mid-block Pathway

For a block face exceeding 500 feet in length, a pedestrian pathway shall be provided as a mid-block route to connect to public streets and/or other existing or planned pedestrian routes through the site or adjacent to the site (see Figure 3-10).

D. Subdivision of Internal Blocks

Internal blocks abutting new streets may be subdivided to allow for the sale and development of individual blocks without frontage on a public street if the Director determines that the new street is equivalent to a public street in terms of pedestrian and bicycle access, allowing future bus transit access, utilities, pavement design, construction quality, and vehicle access requirements.

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3.5.5. Curb Cut Spacing and Dimensional Standards

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.5.5 Curb-cut Spacing Standards and Dimensional Standards	●	●	●	●	●	●	●	●	●	All development.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Curb Cut Spacing

1. General Standards

In addition to the standards under Subsections C and D below, curb-cuts on streets in the ERC Zoning District shall be located in accordance with the driveway spacing standards in Section 5 of the Transportation Criteria Manual (TCM), except as modified in 2, 3 and 4 below.

2. ERC Core Transit Corridors

Curb cuts for vehicular connections between the site and any adjacent ERC Core Transit Corridor shall not occur more frequently than every 330 feet. Joint access may be required for abutting lots that have insufficient frontage for their own driveway to the Core Transit Corridor per this standard; otherwise access shall be provided from an ERC Urban Roadway, Highway, or Alley.

3. ERC Pedestrian Priority Collectors

Curb cuts for vehicular connections between the site and any adjacent ERC Pedestrian Priorty Collectors shall not occur more frequently than every 100 feet. Joint access may be required for abutting lots that have insufficient frontage for their own driveway to the Pedestrian Priorty Collector per this standard; otherwise access shall be provided from an ERC Urban Roadway, Highway, or Alley.

4. ERC Highways

Curb-cuts on ERC Highways shall be located in accordance with TxDOT driveway spacing standards located in the TxDOT Access Management Manual. The driveway spacing requirements are related to the posted speed limits. TxDOT is part of the City of Austin review process and all site developments that abut a state highway

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system are reviewed by the TxDOT Driveway and Utility Permit Office and Area Engineer's office prior to final approval by the City.

C. Curb-Cut Width Standards

Transportation Criteria Manual (TCM) specifies driveway standards in Section 5.3.2. These standards shall continue to apply to residential (Type 1) and commercial (Type II) driveways, except as provided in this subsection.

1. The maximum Type I driveway width for townhouse residences shall be 18 feet.
2. Driveways along street frontages with an active edge designation are discouraged. When they are deemed necessary by the Director, the maximum Type II driveway width for multi-family residential and commercial uses shall be 30 feet along an active edge.
3. Other Type II driveways within the ERC Zoning District shall be no more than 30 feet wide, and they may be expanded to a maximum width of 35 feet when deemed necessary by the Director for proper traffic circulation and access.
4. The maximum curb return radius for all Type II driveways shall be 15 feet in the CMU, NMU, and UR Subdistricts. The maximum curb return radius may be expanded when deemed necessary by the Director for proper traffic circulation and access.
5. Sidewalk clear zones crossing a driveway shall be continuous and as straight and level as possible. Curb cuts shall ramp up and down to the level of the sidewalk rather than require additional curb ramps along the sidewalk.

3.5.6. Commercial and Residential Alleys

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.5.6 Commercial and Residential Alleys	●	●	●	●	●	●	●	●	●	Optional for all development
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Alleys are encouraged to focus specific types of activity "behind the scenes" and to potentially allow for another point of access to the site. Alleys shall comply with the Commercial Alley or Residential Alley cross-sections as shown in Appendix A.

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C. Alleys should be used mid-block for service access and shall not substitute for streets required for emergency vehicle access or to meet block size or connectivity requirements in this Section.

3.5.7. Pedestrian, Bicycle, and Vehicular Circulation

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 3.5.7 Pedestrian, Bicycle, and Vehicular Connectivity	●	●	●	●	●	●	●	●	●	All development.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. All sites or development subject to this section shall:

1. Provide connections to adjacent sites with private drives or public/private streets to link to existing private drives or public/private streets on adjacent sites;

2. Provide direct pedestrian access from any street adjacent to the property line to a building entrance (the pedestrian access point must be fully accessible during operating hours); and

3. Where public parkland is adjacent to the property line, provide pedestrian and bicycle access from the trail or walkway system on that parkland to the building entrance (the pedestrian and bicycle access points must be fully accessible during operating hours and shall meet City standards for pedestrian and bike ways).

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ARTICLE 4: SITE DEVELOPMENT STANDARDS

The applicability of standards in Article 4 is based on the ERC Subdistrict in which a property is located and the Roadway Type designation of streets adjacent to it. Refer to Article 1 for maps and Sections 2.3.4 and 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.

4.1. INTENT

The standards of Article 4 are intended to:

4.1.1. Ensure that buildings relate appropriately to the surrounding area, create a cohesive visual identity and attractive street scene, and frame the pedestrian environment;

4.1.2. Ensure that buildings relate appropriately to their roadway context, allowing for easy pedestrian access to buildings and providing well-defined edges to the roadway environment;

4.1.3. Provide opportunities for roadside uses that enliven and enrich the roadway and pedestrian environment, such as outdoor dining, porches, patios, and landscape features;

4.1.4. Ensure that vehicular parking is accommodated in a manner that enriches and supports, rather than diminishes, the pedestrian environment;

4.1.5. Provide adequate, secure, and convenient bicycle parking to meet the needs of the users of a development and to encourage cycling activity;

4.1.6. Ensure that utilities and mechanical equipment are obscured and are not prominent features of a development that negatively impact the visual experience;

4.1.7. Ensure that exterior lighting creates a safe night-time atmosphere and encourages activity in the evening, but does not overwhelm the environment and intrude onto adjacent properties;

4.1.8. Provide both private and public open space amenities to residents, workers, and visitors of the ERC Zoning District so that the urban character of the ERC area is balanced with the open space needs of these populations;

4.1.9. Encourage innovative, sustainable stormwater management practices; and

4.1.10. Ensure that trees or man-made shading devices are used alongside streets and connecting sidewalks to businesses to encourage pedestrian activity by providing a sheltered and comfortable walking environment.

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4.2. GENERAL DEVELOPMENT STANDARDS

4.2.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.2 General Development Standards	●	●	●	●	●	●	●	●	●	All development.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

4.2.2. General Development Standards Summary

The Development Standards Summary sheets (Figure 1-9 through 1-13) establish site development standards for each ERC Subdistrict and any additional regulations that apply in a specific subdistrict.

4.2.3. Other Site Development Standards

For all development in the ERC Zoning District:

A. Maximum Units Per Acre

There are no maximum units per acre requirements.

B. Minimum Building Stories in CMU Subdistrict

The minimum number of stories for buildings on all properties in the CMU Subdistrict is two stories. A minimum of 50% of building footprint must be two stories.

For properties located in all other subdistricts there is no minimum number of stories.

For the purposes of this document, two stories is defined in Figure 4-1. These standards apply regardless of whether the building is built at the property line or behind a supplemental zone.

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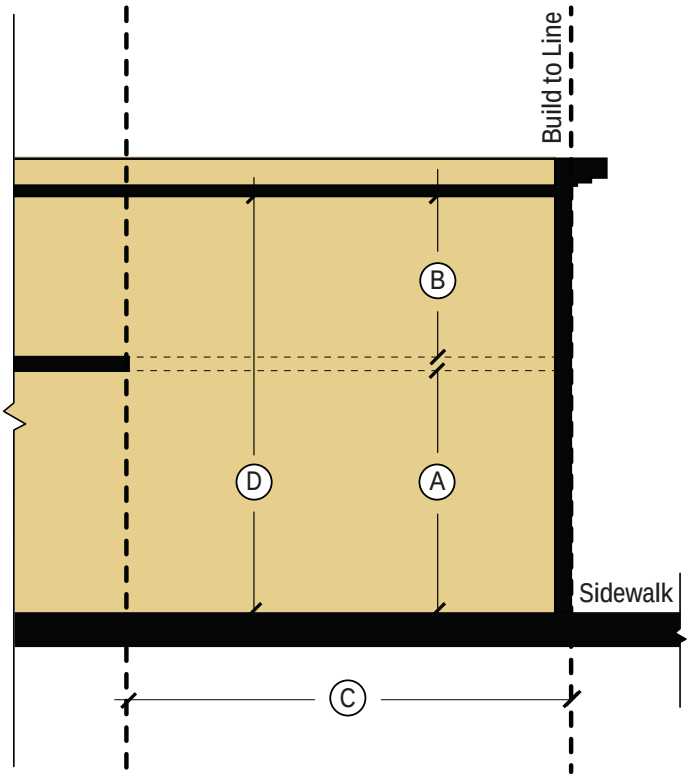

Figure 4-1: Two Story Minimum Requirements (illustration above and chart below).

	Definition	Requirements without Active Edge Designation	Requirements with Active Edge Designation
A	**Ground Floor:** Measured from the finished floor to the bottom of floor structure above.	9' Minimum Height	12' Minimum Height
B	**Upper Floors:** Measured from the finished floor to the bottom of floor or roof structure above.	8' Minimum Height	8' Minimum Height
C	Maximum depth of a room or space where either an atrium or mezzanine is permitted. Mezzanine square footage provided within this depth can contribute to the 50% total two-story requirement.	24' Maximum Depth	24' Maximum Depth
D	**Double Height Space, if provided:** Measured from the finished floor to the bottom of floor or roof structure above.	18' Minimum Height	22' Minimum Height
See Figure 1-4 for properties with active edge designations.			

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C. Maximum Impervious Cover Requirements (per ERC Zoning)

Standards	The following Maximum Impervious Cover and Maximum Building Coverage Standards apply per Subdistrict.*				
	CMU	IMU	NMU	UR	NR
Maximum Impervious Cover Limits	90%	90%	80%	65%	55%
Maximum Building Coverage	90%	90%	80%	65%	55%
* Watershed Impervious Cover limits also apply. See Subsection D.					

D. Maximum Impervious Cover Limits and Maximum Building Coverage

1. All properties in the ERC Zoning district are subject to LDC Article 8, Sections 25-8-393, 397,453, 454, and 514 (Watershed Impervious Cover limits), which also set impervious cover limits based on the watershed in which a property is located. Note: At the time this Document was adopted, LDC Section 25-2-492 (Site Development Regulations) require that the stricter of the ERC zoning impervious cover limit or the watershed impervious cover limit applies.

2. For purposes of applying Suburban Watershed impervious cover limits, the maximum impervious cover for mixed-use projects shall be 80%.

3. Maximum building coverage shall be equal to the maximum impervious cover permitted in each ERC Subdistrict per ERC zoning or per Watershed regulations, whichever is more restrictive.

4.2.4. Compatibility Standards

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.2.4 Compatibility Standards	●	●	●	●		●	●	●	●	Except as provided in Section 4.2.4.B (Exceptions), this article applies to the following uses: multi-family, commercial, or industrial use or a Planned Unit Development (PUD) with a residential density of greater than 12.45 units per acre within 300 feet of a triggering property.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

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B. Exceptions

Properties within the ERC Hubs, as shown in Figure 1-6, will not trigger the standards of Subsection D below.

C. Triggering Properties

1. Duplex Residential
2. Single-Family Attached Residential
3. Single-Family Residential
4. Small Lot Single-Family Residential
5. Two-Family Residential
6. Planned Unit Development (PUD) with a residential density of less than 12.44 units per acre.

D. Standards

The ERC Regulating Plan incorporates three Compatibility Transition Zones (See Figure 4-2 Transition Zone locations). The Compatibility Transition Zones are defined as follows:

1. Zone A: Screening Zone Described

The Screening Zone is intended to provide a buffer between a triggering property and an immediately adjacent development to which this standard applies. It consists mainly of vegetative landscaping and may contain a wall or fence. If the property line of the triggering property is located more than 25 feet from the properety line of the new development, the Screening Zone is not required. If the triggering property shares a

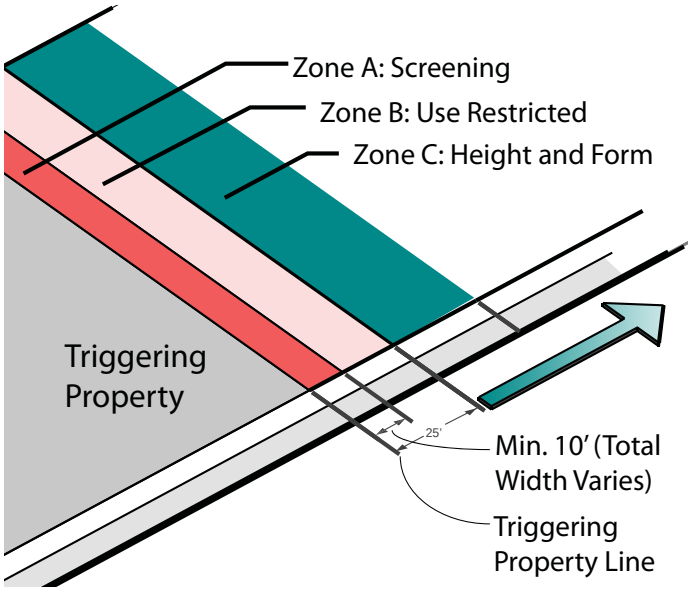

Figure 4-2: Transition Zone Locations
This diagram illustrates the relationship between a triggering property, Zone A, Zone B, and Zone C.

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common property line to the development to which this standard applies, the 25' buffer area may be comprised of a 25' Wide Type Screening Zone, or a 10' Narrow Type Screening Zone in conjunction with a 15' Use Restricted Zone. See Figures 4-2 and 4-3.

a. Location and Width of Zone A Screening Zone

i. **Location:** Immediately abutting the property line of the triggering property located between the triggering property and Zone B.

ii. **Width:** The Screening Zone can be one of two types, Wide or Narrow (See Figure 4-3). The width of Zone A varies depending on which type of Screening Zone is applied.

b. Narrow Type (to be used in conjunction with Use Restricted Zone)

i. **Width:** Varies with a minimum width of 10 feet.

ii. **Installation Requirements:**

A wall six feet in height;
One shade tree per 25 lineal feet;
Three understory trees per 100 lineal feet; and
40 shrubs per 100 lineal feet.

c. Wide Type (to be used without an adjacent Use Restricted Zone)

i. **Width:** Minimum width of 25 feet.

ii. **Installation Requirements**

Six shade trees per 100 lineal feet;
Five understory trees per 100 lineal feet; and
60 shrubs per 100 lineal feet.

iii. **Optional Requirements**

In lieu of planting required shrubs, a berm with a minimum height of three feet may be installed.
May include a wall or fence.

2. Zone B: Use Restricted Zone Described

The Zone B Use Restricted Zone may only be utilized with the fulfillment of Zone A Narrow Type Screening Zone requirements, at a minimum. It allows defined low intensity uses if required screening and landscaping is provided.

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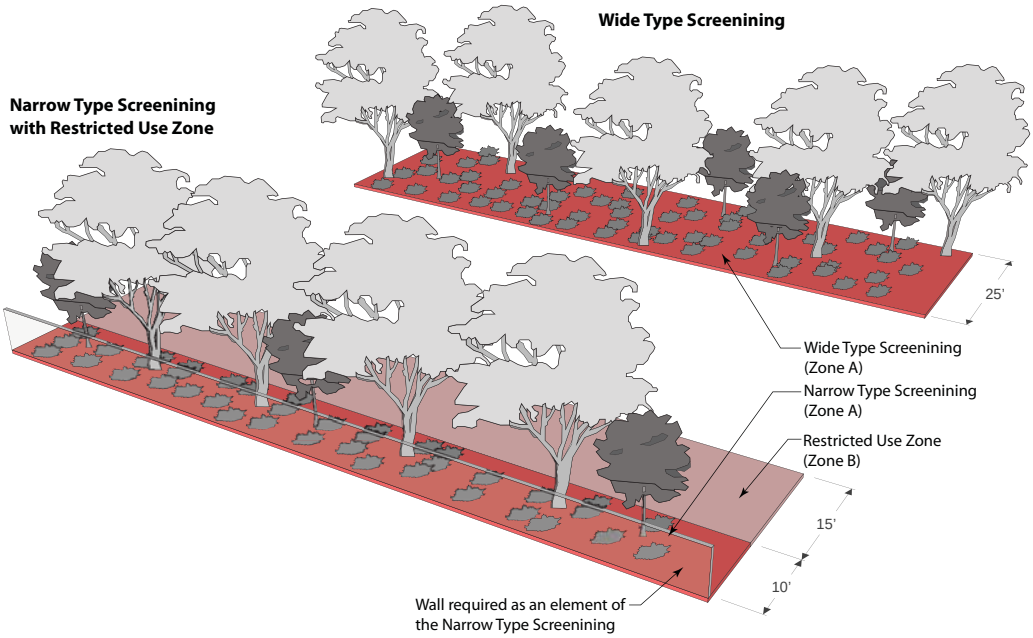

Figure 4-3: Narrow Type and Wide Type Screening Zones
This diagram illustrates the Zone A Narrow Type Screening with Zone B Restricted Use and Zone A Wide Type Screening (no Zone B).

a. Location and Width of Zone B Use Restricted Zone

i. Location: Located between Zone A and Zone C.

ii. Width: The width varies between 0 and 15 feet.

b. Permitted Activity

Yard, landscaping, fence, wall.
Garden.
Outdoor dining (not after 10:00 pm).
Stormwater facilities.
Surface parking lot.
Path, walkway.
Alley.

3. Zone C: Height and Form Zone Described

The Height and Form Zone provides a transition in scale and design from residential triggering properties to other building types.

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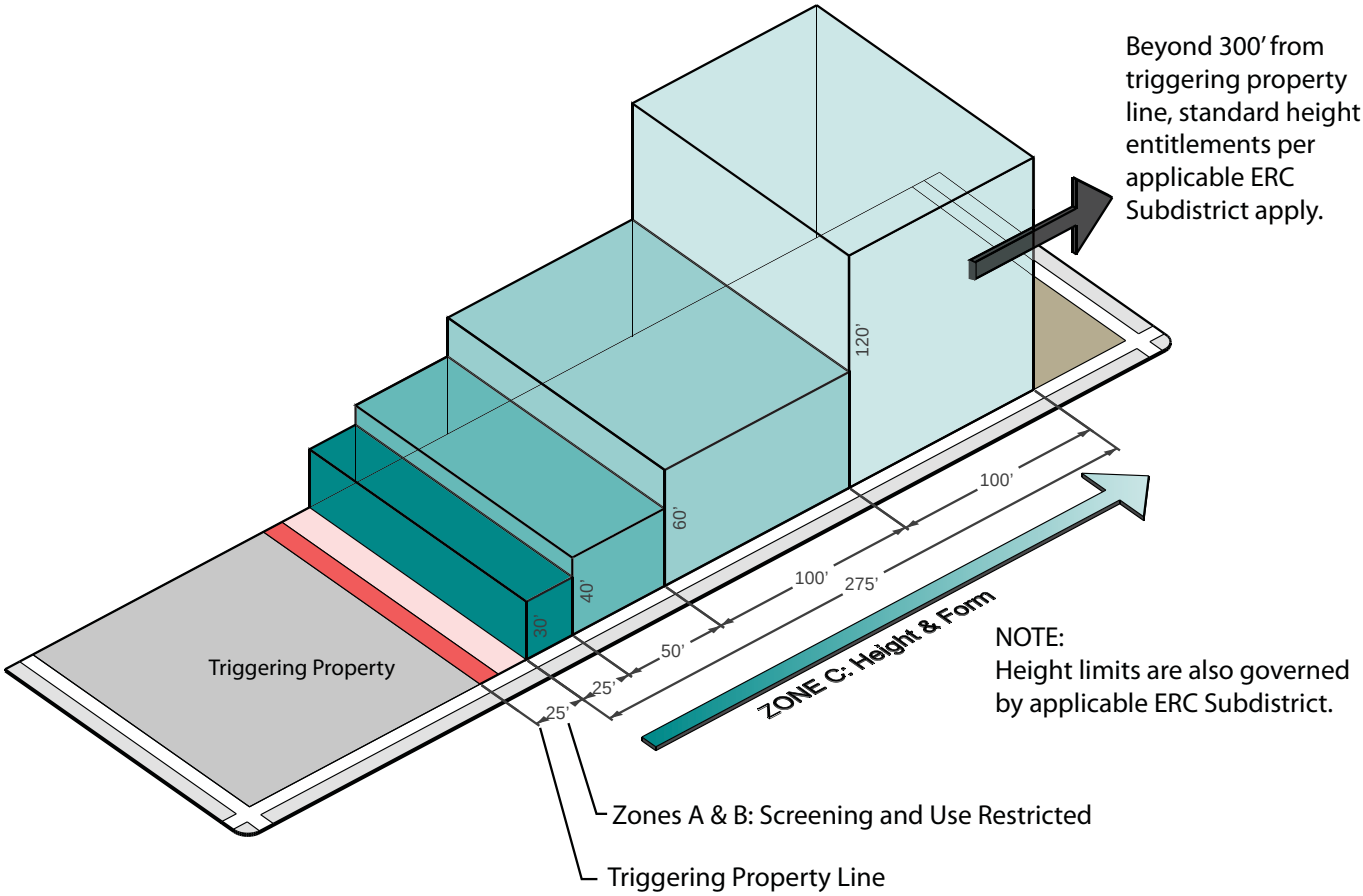

Figure 4-4: ERC Compatibility Height Restrictions
The compatibility standards for the ERC incorporates three Transition Zones: Zone A - Screening; Zone B - Use Restricted; and Zone C - Height & Form

a. Location and Width of Zone C Height and Form Zone

i. **Location:** Adjacent to the boundary of Zone B furthest from the property line of the triggering property.

ii. **Width:** Total width of 275 ft.

b. Permitted Activity

All uses allowed in the designated ERC Subdistrict on the site are permitted in Zone C.

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c. Height

See Figure 4-4 for illustration of ERC Compatibility height restrictions.

NOTE: Allowable height is also limited by the maximum allowable height for each ERC Subdistrict. Whichever height limit is most restrictive, per this section or ERC Subdistrict, determines the height allowed on the site.

i. Between 25 and 50 feet from the triggering property line, no building or structure may exceed 30 feet or two stories in height.

ii. Between 51 feet and 100 feet from the triggering property line, no building or structure may exceed 40 feet.

iii. Between 101 feet and 200 feet from the triggering property line, no building or structure can exceed 60 feet.

iv. Between 201 feet and 300 feet from the triggering property line, no building or structure can exceed 120 feet.

4. Form

a. Facade Articulation

Any portion of a building wall facing an adjoining triggering property and exceeding 60 feet in length must meet the building façade articulation requirements for Principal Streets as described in Section 5.5.2 and Figure 5-3 of this Document.

b. Parking Structures

For a parking structure facing a triggering property listed in this Subsection and located 100 feet or less from a common property line:

i. The headlights of an automobile in a parking structure may not be directly visible from the triggering property.

ii. Automobiles in a parking structure must be screened from public view.

iii. All lighting from parking structure interiors must be screened from view so that the light source is not directly visible from adjacent triggering property.

iv. Green screens, or other plant material growing on a structure permanently attached to the parking garage structure, may be used to screen openings in parking garage walls, as long as the structure meets the screening requirements of this Subsection.

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c. Material Regulations

i. Materials on building facades facing a triggering property and located 100 feet or less from a common property line shall be the same as, or of equal quality to, the material used for street facing building facade.

ii. A highly reflective surface, including reflective glass and a reflective metal roof with a pitch that exceeds a run of seven to a rise of 12, may not be used, unless the reflective surface is a solar panel or copper or painted metal roof or if the roofing material was selected to help meet the requirements for an Austin Energy Green Building (AEGB) rating or to obtain Leadership in Energy and Environmental Design (LEED) certification.

5. Additional Standards

a. The noise level of mechanical equipment may not exceed 70 db at the property line of a triggering property.

b. A permanently placed refuse receptacle, including a dumpster, may not be located 50 feet or less from adjoining triggering property. The location of and access to a permanently placed refuse receptacle, including a dumpster, must comply with guidelines published by the City. The Planning and Development Review Department shall review and must approve the location of and access to each refuse receptacle on a property.

c. Collection or dumping of a permanently placed refuse receptacle 100 feet or less from adjoining triggering property is prohibited between 10:00 pm and 7:00 am.

d. An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from adjoining triggering property.

E. Waivers

1. Except as provided by Subsection 2 below, the Land Use Commission, or council on appeal from a Land Use Commission decision, may waive a requirement of the ERC Compatibility Standards if the Land Use Commission or council determine that a waiver is appropriate and will not harm the surrounding area.

2. The Land Use Commission or council may not approve a waiver that reduces a required setback to less than five feet.

3. This section does not prohibit the Board of Zoning Adjustment from granting a variance from a requirement of this article under Section 25-2-473 (Variance Requirements).

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4.3. RELATIONSHIP OF BUILDINGS TO STREETS AND WALKWAYS

4.3.1. Purpose

This Document alters the standard manner of applying setbacks. Conventional zoning code applies a minimum building setback from the property line. However, the goal for the East Riverside Corridor is to build compact environments that are designed around the pedestrian with attractive and aligned street facades that frame the streetscape. Therefore, this Document does not require minimum or maximum setbacks and instead employs the use of build-to lines where a building, or a portion of a building, must be built up to the property line or the sidewalk clear zone (or supplemental zone if provided).

4.3.2. Building Placement Factors

Building placement standards vary according to the roadway type of the lot or site's principal street.

A. Principal Street Determination

1. Any roadway type with an active edge designation has priority. See Figure 1-4, Active Edge Map, for parcels with an active edge designation.

2. Absent an active edge designation, the following roadway types are listed from highest to lowest priority for purposes of this Article and Article 5:

   a. ERC Core Transit Corridor;

   b. ERC Pedestrian Priority Collector;

   c. ERC Urban Roadway; and

   d. ERC Highway.

The street with the highest level of priority adjacent to the lot or site is considered the "principal street" for the purpose of applying many of the standards in Articles 4 and 5. For a lot or site that is adjacent to more than one street with an active edge designation and for which both streets have the same principal street designation, the street designated by the lot owner shall be considered the principal street.

For a lot or site that is absent an active edge that is adjacent to more than one street of equal roadway type priority, the street with the highest level of transit service, as determined by the Director, shall be considered the principal street. If the streets do not have transit service or the level of transit service is equal, the street designated by the lot owner shall be considered the principal street.

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B. Active Edge

To enliven pedestrian activity areas, which are located along major streets and at key intersections, ERC zoning requires development along portions of streets designated as active edges, as shown in Figure 1-4, to meet active edge standards. Building placement near or adjacent to the street is an essential component along these active edge locations. Specific standards for buildings along street segments with an active edge designation are detailed below in Subsection 4.3.3 Building Placement. In addition, see Section 5.6.2 for active edge requirements for off street parking.

C. Supplemental Zone (Optional)

A supplemental zone may be provided at the option of the applicant between the street-facing façade line and the required sidewalk clear zone. This zone is available so that a development may provide active public uses such as a plaza, outdoor café or patio, or in more residential settings, private porches or open space. The extent to which such space may be provided is governed by the provisions in Subsection 4.3.4.

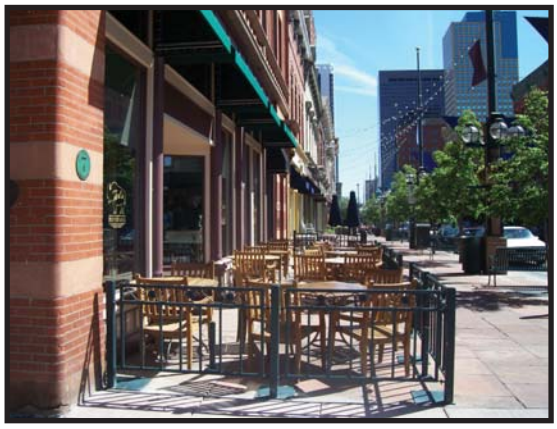

Figure 4-5:
Example of Supplemental Zone outdoor dining area.

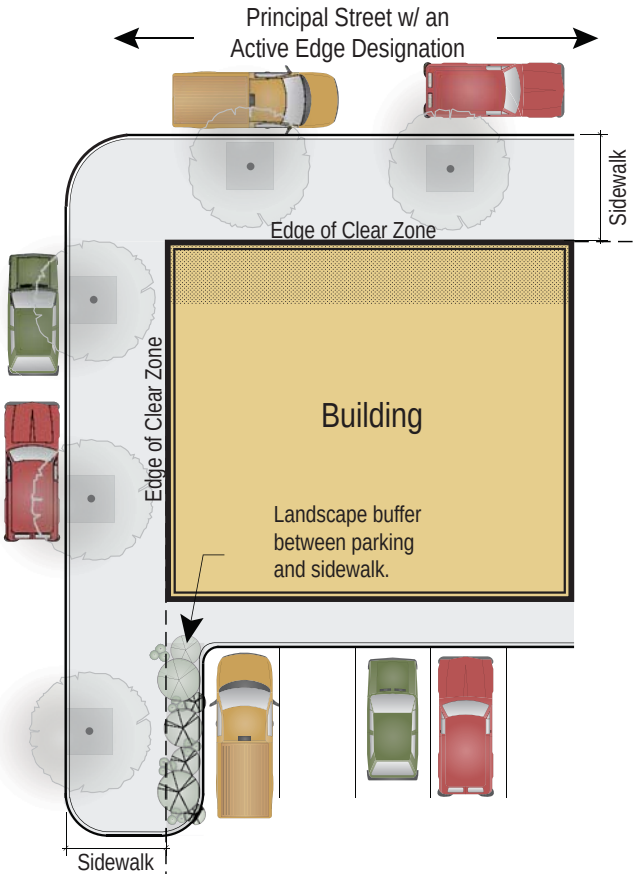

Figure 4-6:
Building placement along an Active Edge
Building placement requirement along an active edge with required landscaping between the parking and the clear zone along other adjacent streets.

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4.3.3. Building Placement

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.3.3 Building Placement	●	●	●	●	●	●	●	●	●	All development -Required along the principal street -Corner site provisions -Active Edge standards -Industrial use provisions -See Figure 4-7, Building Placement Standards.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. General Standards

A minimum percentage of the net frontage length of the property (or of the block if internal blocks are created within a site) along the principal street must consist of continuous building façade built up to the property line, build-to line, sidewalk clear zone, or the supplemental zone if one is provided (see Figure 4-6). Properties with active edge designations must comply with the active edge minimum net frontage length requirement for that edge or edges, regardless of the street type. The minimum net frontage length requirement varies according to the roadway type and the presence of an active edge. For the purpose of applying the standards in this Document, "net frontage length" is defined in Article 7. The minimum net frontage length requirement is shown in the table below. When only a portion of the site frontage is designated as an active edge, the active edge net frontage requirement shall be met for that portion of the site, but may be applied toward the overall net frontage requirement for the site based on the principal roadway type.

The building placement standards in the following Figure 4-7 apply to the site's principal street:

Figure 4-7: Building Placement Standards

	CTC	PPC	UR	HWY
Basic Standard	75% net frontage length to clear zone*	75% net frontage length to clear zone*	50% net frontage length to clear zone*	None
Active Edge Standard	100% net frontage length to clear zone*			

*or supplemental zone if provided

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C. Additional Standard for Buildings Three Stories or Higher

If the street right-of-way is less than 60 feet in width, the minimum front yard setback for buildings three or more stories in height shall be 30 feet from the center line of the street to ensure adequate fire access.

Figure 4-8:
Example of building placement for Civic Buildings.

D. Corner Sites

For a site occupying one or more corners, the building placement standards must be met for the principal street and one other street that abuts the site and intersects the principal street. If more than one other street intersects with the principal street, the building placement standards shall be met on the principal street and the street with the highest level of roadway type priority adjacent to the lot or site according to priorities established in Section 4.3.2.

E. Sites with Internal Blocks

For a site with internal blocks, the principal street for each block shall be determined according to priorities established in Section 4.3.2 with buildings following the building placement standards established in Section 4.3.3.

F. Phased Projects

Each phase of development in a phased project must independently satisfy all requirements, including the building placement standards of this section. The Director may modify this requirement to the minimum extent necessary.

G. Civic Buildings

In order to provide greater flexibility to create a distinctive architectural statement, civic buildings, as defined in Article 7 Definitions, are not required to meet the building placement standards in this section, so long as parking is not located between the building frontage and the street (see Figure 4-8).

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H. Industrial Uses

1. In the Industrial Mixed Use Subdistrict:

   a. If the principal street is an ERC Urban Roadway, development of an industrial use is exempt from the building placement requirements in Section 4.3.3.B.

   b. If the principal street is an ERC Core Transit Corridor or ERC Pedestrian Priority Collector, all development shall meet the building placement requirements in Section 4.3.3.B.

2. For industrial uses, loading dock bay doors must be located to the side or rear of the building and shall not face the principal street.

4.3.4. Supplemental Zones

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.3.4 Supplemental Zones	●	●	●	●	●	●	●	●		Optional for all development
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Standards

1. A supplemental zone may be provided, at the option of the applicant, between the line of the street-facing façade and the required sidewalk clear zone. If a supplemental zone is provided, up to 30 percent of the linear frontage of the supplemental zone may be set back an additional 10 feet for a maximum of 30 feet deep and the remainder of the supplemental zone shall be a maximum of 20 feet deep (see Figures 4-9).

2. Since there are no building frontage requirements if the principal street is an ERC Highway, supplemental zone standards are not applicable if the principal street is an ERC Highway.

C. The supplemental zone must be designed as occupiable space to accommodate active use. It shall include at least one of the following elements:

1. Accessory outdoor dining, provided that the dining area may be separated from the sidewalk only with planters, shrubs, or fencing with a maximum height of 42 inches (see Figure 4-9);

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2. Balconies, pedestrian walkways, porches, handicap ramps, and stoops; provided, however, that no such feature shall extend beyond the supplemental zone into the public ROW without a license agreement;

3. Terraces, provided that they have a maximum finished floor height of 24 inches above the sidewalk elevation and shall be surrounded by a guardrail that meets City specifications;

4. Landscape and water features;

5. Plazas; and

6. Incidental display and sales.

D. Any features in the supplemental zone must not obstruct the open pedestrian connection between the building's primary entrance and the clear zone.

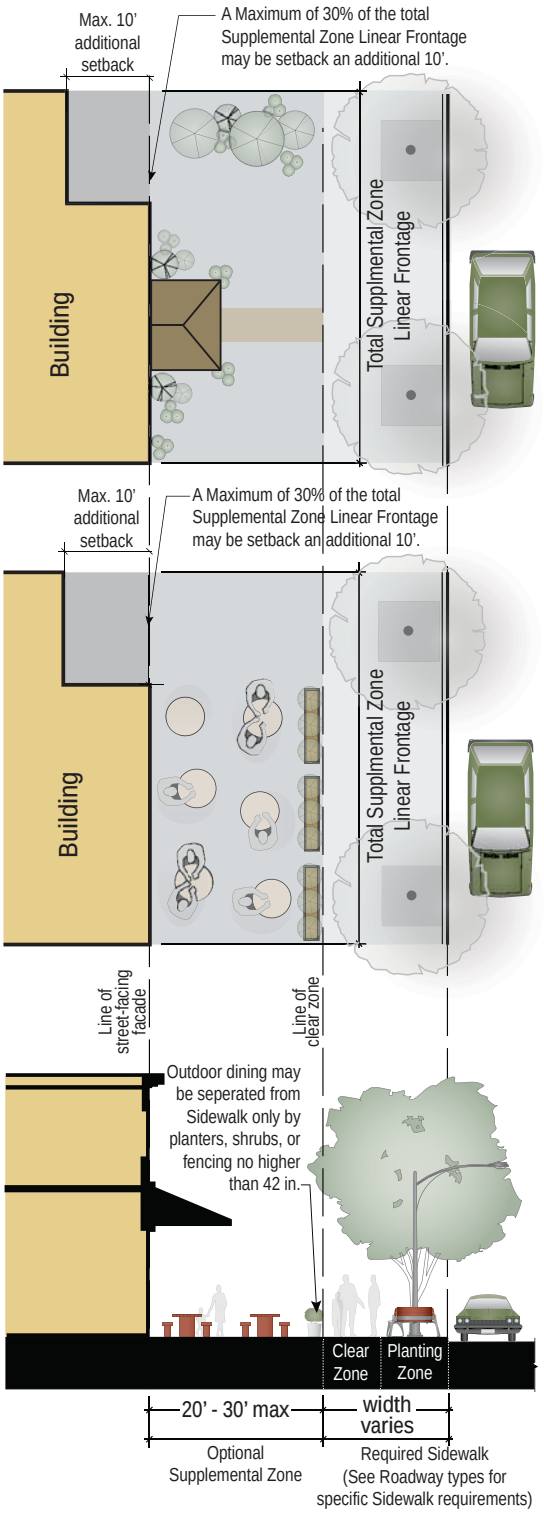

Figure 4-9:
Sample illustrations of development incorporating the optional supplemental zone.

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4.4. OFF-STREET AUTOMOBILE AND BICYCLE PARKING

4.4.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.4 Off-Street Automobile and Bicycle Parking	●	●	●	●	●	●	●	●	●	- All development - Active Edge standards
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

4.4.2. Automobile Parking Requirements

A. Minimum Automobile Parking Requirement:

60 percent of that prescribed by the LDC Section 25-6 Appendix A (Tables of Off-Street Parking and Loading Requirements).

B. Maximum Automobile Parking Requirement:

110 percent of that prescribed by Appendix A.

4.4.3. Shared Parking

Shared parking arrangements are encouraged to ensure that any vehicular parking provided is utilized to the greatest extend possible and to limit the provision of unnecessary parking spaces. Shared parking opportunities must be approved by the Director during site plan review.

4.4.4. Reduction of Minimum Off-Street Parking Requirements

This section provides for reductions in the minimum off-street parking requirements in Subsection 4.4.2. The minimum off-street parking requirement shall be reduced as follows:

A. By one space for each on-street parking space located adjacent to the site. On-street parking utilized to meet minimum parking requirements may at any time be removed or modified by the City of Austin.

B. By up to 10 percent to preserve significant stands of trees or protected trees in addition to those required to be preserved by the Code, pursuant to protection measures specified in the Environmental Criteria Manual. If the applicant provides more parking spaces than the minimum required, the additional parking spaces may not result in the removal of significant stands of trees or protected trees.

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C. By 20 spaces for every car-sharing vehicle provided in a program that complies with the requirements prescribed by the Director by administrative rule.

D. By 20 spaces for an electric vehicle charging station installed and maintained in accordance with Austin Energy standards.

E. By 10 percent if a shower facility area is provided on-site per the criteria below: (1) For buildings with 5,000 to 19,999 square feet of gross floor area, a minimum of one unisex shower and changing facility shall be provided. (2) For buildings with 20,000 to 99,999 square feet of gross floor area, a minimum of one shower and changing facility per gender shall be provided. (3) For buildings with 100,000 or more square feet of gross floor area, a minimum of two showers and changing facilities per gender shall be provided.

F. By one motor vehicle parking space for each fully enclosed and lockable bicycle parking space.

G. By 10 percent if parking spaces are leased or sold separately from occupied units or spaces.

Unless otherwise specified, the above reductions may be applied cumulatively, and may be applied in addition to the parking reduction authorized in Subsection 4.4.2, but in no case may the minimum off-street parking requirements for a project set forth in Chapter 25-6, Appendix A, be reduced to less than 50 percent.

4.4.5. Parking Design Standards

A. For all roadway types except ERC Highway and where Type 1 driveways are allowed, off-street parking is prohibited between the principal street and the corresponding street-facing façade line (see Figure 4-10).

B. Any off-street surface parking along a street designated as an ERC Core Transit Corridor or ERC Pedestrian Priority Collector shall have landscape buffering in accord with Environmental Criteria

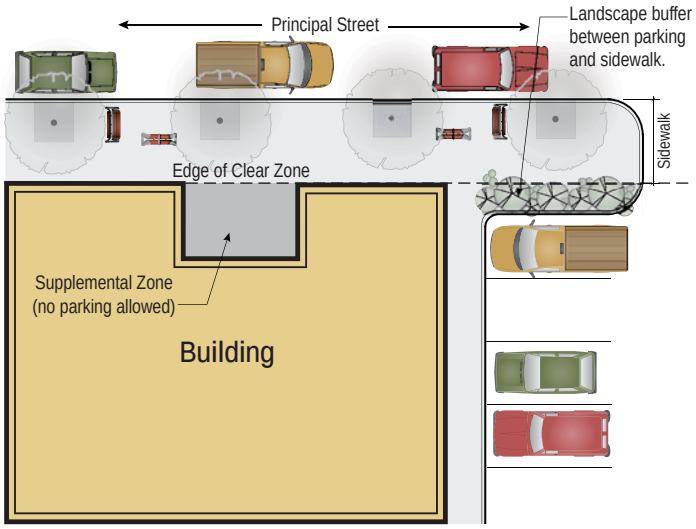

Figure 4-10:
No Parking is allowed between the street and the building facade. When parking is located to the side of a building, screening is required between the parking and the sidewalk (ERC Core Transit Corridor Example).

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Manual [Section 2.4.3] between the clear zone (or the supplemental zone if provided) and the parking area. The buffering method chosen must include shade trees unless already provided in an adjacent planting zone (Figure 4-11).

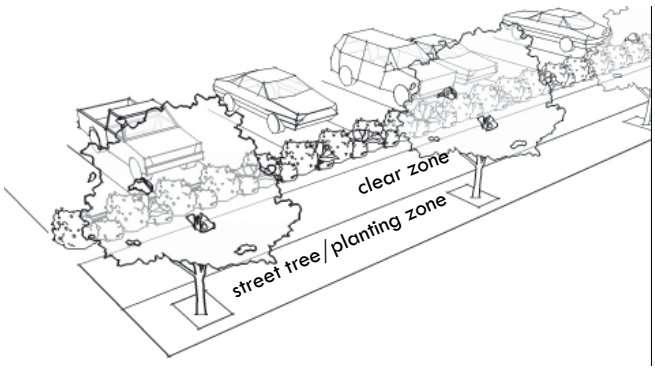

Figure 4-11:
Required screening for surface parking along all streets.

C. Off-street surface parking is prohibited along street segments designated as active edges on Figure 1-4, Active Edges Map. Parking structures may be located along active edges provided they meet the applicable active edge standards in Section 5.6.

D. Off-street parking provided as part of a building or parking structure adjacent to the principal street, an ERC Core Transit Corridor, or an ERC Pedestrian Priority Collector must meet the active edge ground floor space standards in Section 5.6 for the net frontage length required by the roadway type.

E. Commerical off-street parking and off-site accessory parking must comply with the limitations and requirements in Figure 2-1, the ERC Land Use Table.

4.4.6. Bicycle Parking Requirements

A. Minimum Requirement

Bicycle parking shall be as prescribed by the LDC Appendix A (Tables of Off-Street Parking and Loading Requirements). The required amount shall be calculated based on the motor vehicle spaces required by Appendix A prior to any available parking reductions.

1. For retail uses, a minimum of 75% of all required bicycle parking shall be located along the principal street and within 50 feet of a primary building entrance. If premium bicycle parking is provided in a garage and signage is provided to communicate that bicycle parking available in a garage, then a minimum of 50% of all required bicycle parking shall be located along the principal street and within 50 feet of a primary building entrance. For all other uses, the requirement is a minimum of 10%.

2. After meeting the requirement in 1. above, the remainder of required bicycle parking may be located:

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a. Within 50 feet of other building entryways not on the principal street; or

b. At employee entrances; or

c. Within a building; or

d. In a covered motor vehicle parking area.

B. Standards

All bicycle parking shall meet the standards as prescribed in the LDC and as follows:

1. Bicycle parking is encouraged in the sidewalk planting zone, but shall not obstruct walkways.
2. Bicycle parking facilities shall either be lockable enclosures in which the bicycle is stored, or a secure stationary rack, which support the frame so the bicycle cannot easily be pushed or fall to one side. Racks that require a user-supplied lock should accommodate locking the frame and both wheels using either a cable or U-shaped lock.
3. Bicycle parking spaces shall be at least 6 feet long and 3 feet wide, and overhead clearance in covered spaces shall be a minimum of 7 feet.
4. A 5-foot aisle for bicycle maneuvering, which may be provided within the required sidewalk clear zone, shall be provided and maintained beside or between each row of bicycle parking.
5. Bicycle racks or lockers shall be securely anchored.
6. Bicycle parking shall be located in a well lighted, secure, and visible location.
7. Bicycle racks may be located in a parking lot provided the clearances described in this section are met.

4.5. DRIVE-THROUGH FACILITIES

Drive-through facilities are not allowed in the ERC Zoning District.

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4.6. EXTERIOR LIGHTING

4.6.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.6 Exterior Lighting	●	●	●	●	●	●	●	●	●	All development except Duplex, Single-family Attached, Townhouse, and Two family residential uses.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

4.6.2. Standards

All development to which this standard is applicable shall comply with the Exterior Lighting regulations in LDC Chapter 25-2, Subchapter E.

4.7. SCREENING OF EQUIPMENT AND UTILITIES

4.7.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.7 Screening of Equipment and Utilities	●	●	●	●	●	●	●	●	●	- All development - Exceptions are: local utility services, electric service transformers within the right-of-way, and telecommunications towers
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

4.7.2. Standards

All development, with the exception of local utility services, electric service transformers within the right-of-way, and telecommunications towers, shall comply with the following requirements:

A. Solid waste collection areas and mechanical equipment, including equipment located on a rooftop but not including solar panels, shall be screened from the view of a person standing on the property line on the far side of a street (see Figure 4-12).

B. Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and landscape so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and streets. Screening materials

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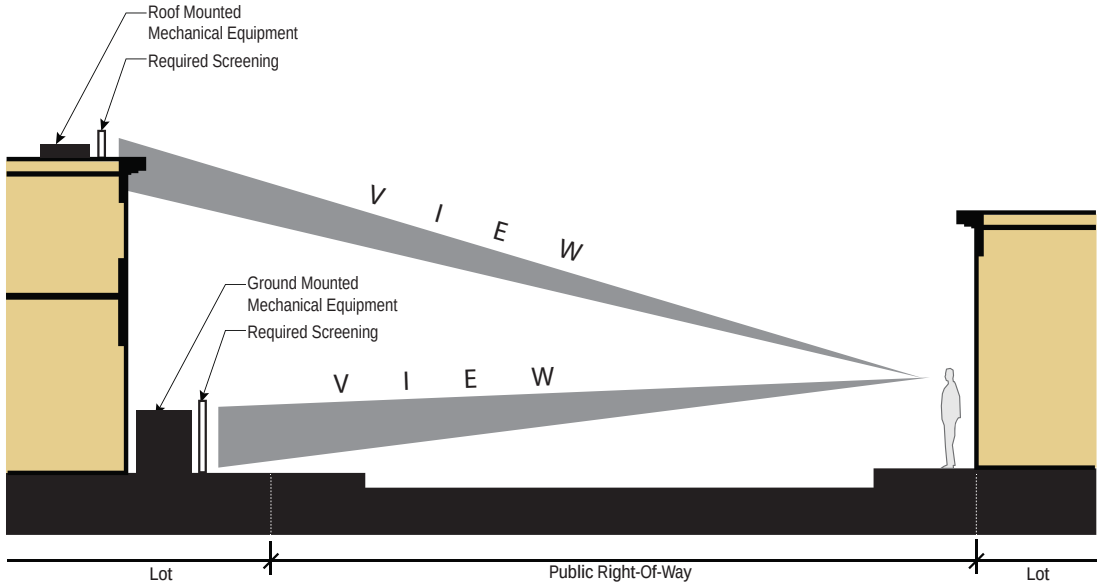

Figure 4-12:
Required screening of mechanical equipment from the property across the street.

for solid waste collection and loading areas shall be the same as, or of equal quality to, the materials used for the principal building. Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions may be placed alongside public alleys without the necessity of screening, unless screening is required in Section 4.2.4, Compatibility Standards.

4.8. SIGN REGULATIONS

4.8.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.8 Sign Regulations	●		●	●	●	●	●	●		All development that meets the standards for full compliance or partial compliance with the ERC Design Standards, as defined in Subsections 1.2.3.B. and 1.2.3.C.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

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4.8.2. Standards

All development on Riverside Drive to which this standard is applicable shall comply with the Sign Regulations in LDC Section 25-10-124: Scenic Roadway Sign District Regulations, except that 25-10-124 Section B.2 is modified to read, "The sign height may not exceed 6 feet." All development not on Riverside Drive to which this standard is applicable shall comply with the Sign Regulations in LDC Section 25-10-133: University Overlay Zoning District Signs.

4.9. PRIVATE COMMON OPEN SPACE AND PEDESTRIAN AMENITIES

4.9.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.9 Private Common Open Space and Pedestrian Amenities	●	●	●	●	●	●	●	●	●	- All site plans two acres in size or larger and all multifamily and condominium uses except as provided in 25-2-776 and 25-2-780.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

4.9.2. Purpose

Open air and semi-enclosed public gathering spaces can act as central organizing elements in a development. They can also help to shape the relationship between different land uses and provide focal points and anchors for pedestrian activity. Goals and requirements for common open space and pedestrian amenities complement the LDC requirements for dedicated public open space and parks, and serve similar purposes.

4.9.3. Standards

A. Percentage of Gross Site Area

All development subject to this section shall devote a minimum of five percent of gross site area to private common open space or pedestrian amenities.

B. Amenity Required

The private common open space required under Section A above shall consist of one or more of the following types of private common open space or pedestrian amenities:

1. A natural and undeveloped private common open space, for use of the residents, employees, and visitors to the development.

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2. A landscape area other than one required by LDC Subchapter C, Article 9 (Landscaping), provided such landscaped area has a minimum depth and width of 20 feet and a minimum total area of 650 square feet. The area shall include pedestrian amenities.

3. A patio or plaza with outdoor seating areas, provided the patio or plaza has a minimum depth and width of 20 feet and a minimum total area of 650 square feet. The area shall include pedestrian amenities including fully or partially shaded spaces with flexible or permanent seating to support these places as gathering areas.

Figure 4-13:
Examples of Open Space Amenities

4. A play area with amenities or equipment suitable for children under nine years of age, provided the play area has a minimum depth and width of 20 feet and a minimum total area of 650 square feet. Play areas shall comply with the most current Consumer Product Safety Commission guidelines for playgrounds as well as ASTM International standards as applicable and shall have impediments between the activity area and any nearby vehicular drives or parking areas to minimize the opportunities for young children to wander into traffic. Such impediments may include berms, fencing, landscaping or other barriers as appropriate to the site and which meet safety standards. Play areas shall include partially-shaded areas with flexible or permanent seating for adult supervision. A project which chooses this option may reduce the total amount of open space required by 10 percent.

5. Spaces that provide educational, historic, or cultural features, or sensory experiences such as culinary, therapeutic or sculptural gardens; soundscapes; and interactive water features.

6. Swimming pool, wading pool, or splash pad.

7. Water quality and storm water detention ponds designed as an amenity and approved by the Director.

8. A multi-use trail proposed in the City of Austin Trails Master Plan, Austin Parks and Recreation Long-Range Plan, Sidewalk Master Plan, or Bicycle Plan.

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9. Basketball, tennis, volleyball, or other sport courts or playing fields.

10. A combination of the above-listed amenities. (See Figure 4-13).

C. Location Criteria

To the maximum extent feasible, where significant natural and scenic resource assets exist on a property, the developer shall give priority to their preservation as private common open space. In reviewing the proposed location of private common open space areas, the Director shall use all applicable plans, maps, and reports to determine whether significant resources exist on a proposed site that should be protected, with priority being given to the following areas (which are not listed in a particular order):

1. Wetlands, native prairies, or meadows;

2. Flood hazard areas;

3. Lakes, rivers, and stream/riparian corridors;

4. Tree preservation areas;

5. Karst areas;

6. Cultural or historically significant structures, landscapes, features and/or places; and

7. Agricultural lands used for cultivation of local produce.

Where private common open space areas, trails, parks, or other public spaces exist or are proposed in the City of Austin Trails Master Plan, Austin Parks and Recreation Long-Range Plan, Sidewalk Master Plan, or Bicycle Plan within or adjacent to the tract to be subdivided or developed, the private common open space or pedestrian amenity shall, to the maximum extent feasible, be located to adjoin, extend, and enlarge the presently existing or proposed trail, park, or other open area land. Public access easements may be required in order to guarantee public access to these facilities.

D. Areas Not Credited

Lands within the following areas shall not be counted towards private common open space or pedestrian amenities required by this section:

1. Open space in required street yard;

2. Public or private streets or rights of way;

3. Off-street parking, loading areas, driveways, and service areas;

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4. Water quality and stormwater detention ponds, unless designed as an accessible amenity and approved by the Director; and

5. A required sidewalk planting zone.

E. Design Criteria

Land set aside for private common open space or pedestrian amenities pursuant to this section shall meet the following design criteria, as relevant:

1. Common open space areas shall be located so as to be readily accessible and usable by residents or visitors in various locations of the development, unless the lands are sensitive natural resources and access should be restricted.

2. Open space areas shall be compact and contiguous unless the open space is used as a continuation of an existing trail, or specific or unique topographic features that are adjacent or adjoining require a different configuration. An example of such topographic features would be the provision of a trail or private open area along a riparian corridor.

3. The surface of a required open space must be suitable for outdoor activities. A surface must consist of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust free material. Asphalt or similar surfacing may be used for designated recreation areas such as multi-purpose trails, tennis courts, and basketball courts. Decomposed granite may be used if approved by the Director and if accessibility requirements are met. A combination of different materials is encouraged.

4. Not more than 30 percent of the required open space may be located on a roof, balcony, or other area above ground level. In determining the amount of open space on a roof, an area occupied by a vent, mechanical equipment or structure that does not enhance the usability of the space is excluded.

5. This subsection provides for the covering of a required open space.

   a. Not more than 50 percent of ground level open space may be covered by a fixed manmade obstruction, including a roof, balcony, or building projection. Roof gardens and sculptural elements that are accessible to the public will not be considered manmade obstructions.

   b. Open space above ground level may be covered, but must have at least one exterior side open and unobstructed, except for railings or balustrades.

F. Maintenance

All private common open space or pedestrian amenity areas shall be permanently maintained by the owners of the development.

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G. Public Dedication

Instead of providing on-site private common open space or pedestrian amenities as required in this section, the developer of a property may request approval of the Director of the Parks and Recreation Department (PARD) to dedicate on-site public open space in partial or complete fulfillment of the private common open space requirement. The applicant shall pay all costs of transferring the land to the City, including costs set out in the LDC Section 25-1-602(G). All land dedicated to the City under this section shall be permanently maintained by the owners of the development, unless waived by the Director.

4.10. PUBLIC OPEN SPACE AND TRAILS

4.10.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.10 Public Open Space and Trails	●	●	●	●	●	●	●	●	●	- All development
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

4.10.2. Purpose

Because of the urban form of development envisioned for the ERC Zoning District, it is important to provide public open space and parks facilities for local residents. Some development sites will be better suited than others to provide on-site parkland for reasons including, but not limited to, the location of the site within the ERC Zoning District and to core activity areas, site constraints, and size of site.

Parks should be distributed throughout the planning area to properly serve ERC residents, employees, and visitors.

4.10.3. Parkland Dedication

A. On-site Parkland Dedication Allowance

If, as part of a development project, the parkland dedication requirement established in Section 25-1 Article 14 of the LDC is met in part or in full with a dedication of public parkland on site, FAR calculations for the non-dedicated portion of the site shall be made based on the total site area prior to the dedication.

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B. Sites 20 acres or Larger

If a site is 20 acres or larger and requires a dedication of public parkland according to Section 25-1-601 of the LDC, a minimum of five percent of the gross site area shall be dedicated to public open space or parkland on-site in partial or complete fulfillment of the parkland dedication requirement.

a. If more than five percent of the gross site area is required to be dedicated, a property owner may request to pay a fee-in-lieu payment for the remainder of the requirement, in accordance with Subsection C. below.

b. If less than five percent of the gross site area is required to be dedicated as public parkland, private common open space requirements described in Section 4.9 must still be fulfilled in the remainder of the five percent gross site area.

C. Fee In Lieu

As described in the parkland dedication requirements in Section 25-1 Article 14 of the LDC, instead of, or in combination with, meeting parkland dedication requirements on site, a property owner may request approval to deposit with the City a nonrefundable cash payment, based on a formula established in Section 25-1-605 of the LDC. The Director of the PARD shall review the request and accept or deny the request.

4.11. STORMWATER MANAGEMENT

4.11.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.11 Stormwater Management	●	●	●	●	●	●	●	●	●	- All development
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

4.11.2. Purpose

The East Riverside Corridor area is challenged with an existing development pattern that was in some cases built prior to Austin's current stormwater management policies. As a result, stormwater management is an important issue influencing the future sustainability of the ERC area. All new development and redevelopment is required to comply with the City's current stormwater management regulations. Redevelopment of this area also presents an opportunity to integrate innovative stormwater management techniques into an urban development pattern.

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4.11.3. Creek Setbacks

A. All properties in the ERC District are subject to Critical Water Quality Zone and Transition Zone setback requirements established in LDC Section 25-8-92(C). Properties in the suburban watersheds are encouraged to meet urban watershed creek setback requirements.

B. If the development requires a dedication of public parkland according to Section 25-2-601 of the LDC, the developer of a property may request approval of the Director of the Parks and Recreation Department (PARD) to dedicate up to 50% of the acreage within the creek setback required by this section in partial or complete fulfillment of the parkland dedication requirement, as described in Section 25-2-063 of the LDC.

4.11.4. Innovative Water Quality Controls

A. Water quality controls are required by LDC Section 25-8-211 for new or redevelopment projects, including those to be built in the ERC Zoning District.

B. Appendix B of this Document illustrates Innovative Water Quality Controls (ECM 1.6.7) and other Water Quality Control Best Management Practices as described in ECM Section 1.6. These types of water quality controls are encouraged but not required.

C. To encourage use of innovative water quality controls, for development in a location where payment-in-lieu is allowed (such as the Lady Bird Lake Watershed), the volume of on-site water quality controls may be reduced for sites four acres or smaller as follows: Water quality controls for the first one-acre of development may be substituted using payment-in-lieu of on-site controls. On-site, innovative controls must be used for the remaining portion of the site, if any, above one acre. Thus, for a two-acre site, the first acre could use payment-in-lieu and the second acre would require on-site, innovative controls. The Water Quality Volume (WQV) provided would thus be 50% of that for treatment for the whole site. For a 4-acre site, the first acre could use payment-in-lieu and the remaining three acres would require on-site, innovative controls. The Water Quality Volume (WQV) provided would thus be 75% of that for treatment for the whole site. A site larger than four acres would need to provide on-site water quality controls for all of its developed area. Innovative Water Quality Controls are those presented in Environmental Criteria Manual (ECM) Section 1.6.7. PDRD staff will maintain the ability currently allowed by ECM 1.6.4 to further reduce the level of required WQV on-site control if special circumstances exist which warrant the reduction.

4.11.5. Cooperative Stormwater Management Solutions

A. New development or redevelopment is encouraged to enter into cooperative agreements with surrounding properties to provide detention or other stormwater management facility(ies) that serve multiple properties; this facility(ies) would treat the stormwater runoff volume from all or a portion of the properties.

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B. If a developer or group of developers located in an urban watershed (Town Lake Watershed) propose a regional water quality structure that treats the stormwater runoff from at least 10 acres of previously untreated offsite land, the City may cost participate in the construction of the structure (ECM 1.9).

4.12. SHADE AND SHELTER

4.12.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 4.12 Shade and Shelter	●	●	●	●	●	●	●	●	●	- All mixed use and non-residential development - Development along an active edge - Corner site provisions
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

4.12.2. Purpose

Austin's climate requires shade and shelter amenities in order to accommodate and promote pedestrian activity. These amenities will provide greater connectivity between sites and allow for a more continuous and walkable network of buildings. Projects subject to this section shall meet the following shade and shelter requirements.

4.12.3. Standards

Projects subject to this section shall meet the following shade and shelter requirements.

4.12.4. Shaded Sidewalk

A. A shaded sidewalk shall be provided alongside at least:

1. 50 percent of all building frontages adjacent to the principal street; and

2. 50 percent of all building frontages adjacent to off-street parking.

B. When adjacent to parking, the shaded sidewalk shall be raised above the level of the parking by way of a defined edge, such as a curb. ADA ramps along the building must also be shaded (see Figure 4-14).

Figure 4-14:
Example of an ADA ramp with shade structure.

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C. A shaded sidewalk must meet the following requirements:

1. Along a street, a shaded sidewalk shall comply with the applicable sidewalk standards for its designated roadway type. If not otherwise required, the shaded sidewalk shall provide trees planted no more than 30 feet on center.

2. Along any parking adjacent to the building, the shaded sidewalk shall consist of a minimum 5 foot clear zone and 5 foot planting zone, planted with trees no more than 30 feet on center, or a 5 foot clear zone with a minimum 5 foot wide overhead weather protection.

D. On active edges, a shaded sidewalk shall be provided along at least 80 percent of the active edge designation.

E. Building entrances on all roadway types, other than those used solely for emergency purposes, shall be located under a shade device, such as an awning or portico.

F. For Emergency Service Providers, Alternative Equivalent Compliance may be sought for relief from the principal street shaded sidewalk requirements in Subsections A and C above to the extent necessary for emergency service vehicle and overhead door clearance.

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ARTICLE 5: BUILDING DESIGN STANDARDS

5.1. INTENT

The standards of Article 5 are intended to use building design in order to:

5.1.1. Ensure that buildings foster the creation of a human-scale environment;

5.1.2. Ensure that buildings taller than three stories are stepped back from the street above the third story to help maintain a human-scale environment and wider views above the third story;

5.1.3. Ensure that building entryways are convenient and easily accessible from the roadside pedestrian realm;

5.1.4. Ensure that buildings provide an interesting and engaging visual experience at the pedestrian level; and

5.1.5. Ensure that the design and construction of ground floor building space near transit, at visible intersections, and along streets that lead to transit, accommodates for active pedestrian-oriented uses even if these types of uses may not be supported by current market conditions.

5.2. APPLICABILITY

For the purpose of applying the standards in this Article, refer to Article 1 for maps and Sections 2.3.4 and 3.2.2 for descriptions of ERC Subdsitricts and ERC Roadway Types and refer to Subsection 4.3.2.A: Principal Street Determination.

5.3. BUILDING ENTRANCES

5.3.1. Building Entrance Standards for Pedestrians

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 5.3.1 Building Entrance Standards for Pedestrians	●	●	●	●	●	●	●	●		- All development - Corner site provisions - Active Edge standards
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Standards

1. Primary customer and/or resident building entrances for spaces along the elevation facing the principal street shall face the principal street and connect directly to the

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sidewalk clear zone or supplemental zone along the principal street. Supplemental customer and/or resident entrances are encouraged on any other building facade.

2. Building entrances shall be provided for all separate ground floor commercial tenant spaces that are located along the elevation facing the principal street and along any active edge designation.

3. For sites on one or more corners, a building entrance shall be provided for each separate ground floor commercial tenant space along all adjacent roadway types unless an entrance is already provided along the principal street.

4. For a ground floor commercial tenant space that does not have frontage along a street, the entrance must be connected with a shaded sidewalk as described in Section 4.12.

5. Buildings containing only residential uses and located along street segments without an active edge designation are encouraged to have the ground level floor area adjacent to public streets be habitable and located no more than 60 inches above the elevation of the sidewalk.

5.3.2. Building Entrance and Exit Standards for Vehicles

A. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 5.3.2 Building Entrance Standards for Vehicles	●	●	●	●	●	●	●	●		- All development - Corner site provisions - Active Edge standards
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

B. Standards

1. Vehicular building entrances and exits shall be located to the rear or side of a building, except as provided in Subsection B.3 below.

2. Where multiple street frontages are present, vehicular building entrances and exits shall not face the principal street or be located within 100 feet of the principal street, as measured from the curb line, except as provided in Subsection B.3 below.

3. Vehicle entrances and exits for structured parking may face a principal street only when no other feasible access is available on another street frontage or alley, as determined by the Director.

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5.4. WINDOW GLAZING REQUIREMENTS

5.4.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:	Application Details:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY		
Section 5.4 Window Glazing	●	●	●	●	●	●	●	●	●	All mixed use and non-residential development and all development along an active edge	-Corner site provisions -Exceptions include: building facades facing loading areas, rear service areas, alleys, or facades adjoining other buildings (attached to more than 50 percent of the sidewall)
										Development containing only residential units not along an active edge. Exceptions include: Single-Family, Duplex, Single-Family Attached, Townhouse, and Two-Family Residential uses	-Same exceptions as above
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.											

5.4.2. Purpose

A. Glazing provides interest for the pedestrian, connects the building exterior and interior, puts eyes on the street, promotes reusability, and provides a human-scale element on building facades. Projects subject to this section shall meet the minimum requirements as stipulated below, but may provide additional glazing and facade relief beyond what is required under this section. Refer to Article 7 for definition of Glazing.

5.4.3. Standards

A. All mixed use development, non-residential development, and all development along an active edge shall satisfy the following:

1. At least 40 percent of the wall area along the principal street that is below ten feet above grade, as measured from the finished floor level of this facade's entry, shall consist of glazing (see Figure 5-1).

2. At least 25 percent of wall area along the principal street between 10 feet and 30 feet, as measured from the finished level of this facade's entry, shall consist of glazing (Figure 5-1).

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3. At least one-half of the total area of all glazing on ground-floor facades that face the principal street shall have a Visible Transmittance (VT) of 0.6 or higher.

4. For all other street facing facades, at least 25 percent of the wall area below ten feet, as measured from the finished floor level of this facade's entry, shall consist of Glazing.

5. Exception: For Emergency Service Providers, the Glazing requirements of this section shall apply to the wall area excluding emergency vehicle overhead doors.

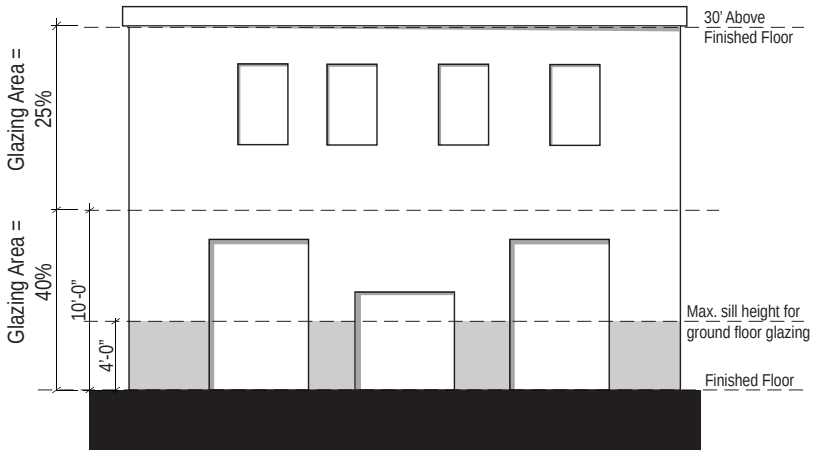

Figure 5-1:
Commercial or Mixed Use building meeting glazing requirements.

B. Development containing only residential units that is not along an active edge shall satisfy the following:

1. At least 25 percent of the principal street ground floor wall area below ten feet, as measured from the finished floor level of this facades's entry, shall consist of glazing; and

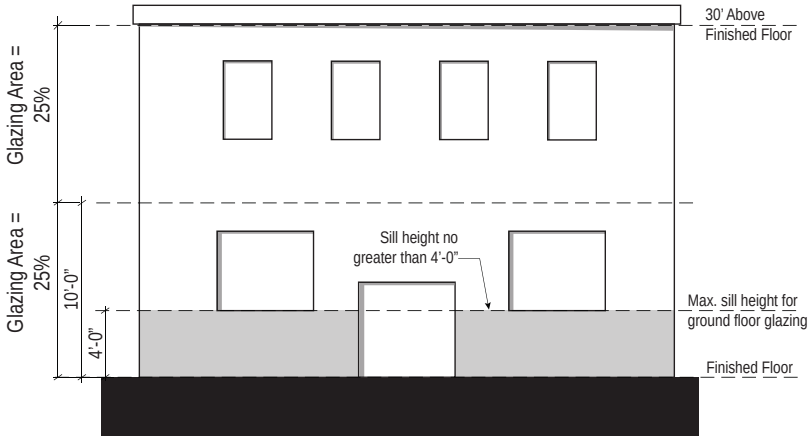

Figure 5-2:
Residential building meeting glazing requirements.

2. The second floor façade along the principal street must provide a minimum of 25 percent glazing between 10 feet and 30 feet as measured from the finished floor of the facade's entry (see Figure 5-2).

C. The maximum sill height for any ground floor glazing necessary to meet the minimum glazing standards of this section shall be 4 feet.

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D. Any façade that is built up to an interior mid-block property line is not required to have glazing on that façade if no prohibitions and no contractual or legal impediments exist that would prevent a building from being constructed on the adjacent property up to the wall of that façade.

E. The requirements in this section shall not apply if the Building Code prohibits windows on such facades.

F. The requirements in this section may be reduced to the extent necessary to comply with the Energy Code and/or Green Building Program Standards. Shading devices and/or the use of fritted glass are encouraged to mitigate solar impacts, particularly on south and west facing facades.

5.5. BUILDING FAÇADE ARTICULATION

5.5.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:	Application Details:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY		
Section 5.5 Building Façade Articulation	●	●	●	●	●	●	●	●	●	Building facades greater than 60 feet in length	Required along the principal street
										Building facades greater than 40 feet in length	Requirement must be met on all building facades facing open space, a parking lot, or a street other than the principal street.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.											

5.5.2. Standards

So as to provide visual interest and create community character and pedestrian scale, a building shall comply with the following façade articulation requirements.

A. Along the principal street, building facades greater than 60 feet in length shall:

1. Include façade modulation such that a portion of the façade steps back or extends forward with a depth of at least 24 inches (see Figure 5-3).

2. The distance from the inside edge of a building projection to the nearest inside edge of an adjacent projection shall not be less than 20 feet and not greater than 60 feet (see Figure 5-3).

3. For the purposes of meeting the requirements of this section, changes in plane shall not be deducted from the net frontage length requirement in Subsection 4.3.3 Building Placement so long as they do not exceed the maximum allowable supplemental zone standards as established in Subsection 4.3.4.

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B. Building façades that face an open space, parking lot, or a street other than the principal street must be broken up by at least one discernable architectural element every 20 feet. The architectural elements can include, but are not limited to (see Figure 5-4):

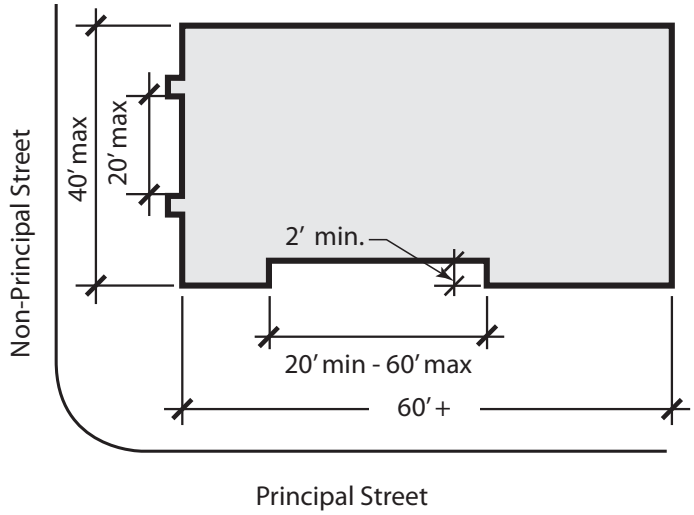

Figure 5-3:
Diagram of building facade articulation.

1. Changes in material, color, and/or texture either horizontally or vertically at intervals not less than 20 feet and not greater than 60 feet; or

2. The construction of building entrances, bay windows, display windows, storefronts, arcades, facade relief, panels, balconies, cornices, bases, pilasters, and columns.

C. Civic Buildings

In order to provide greater flexibility to create a distinctive architectural statement, civic buildings, as defined in Article 7 Definitions, are not required to meet the building façade articulation standards in this section. For buildings of a civic nature that do not fall under the definition of Civic in Article 7, Alternative Equivalent Compliance, as described in Article 1, may be sought for relief from the building façade articulation standards in this section. Alternative Equivalent Compliance may be granted if the intent of this Document is met.

Figure 5-4:
Image showing example of building articulation.

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5.6. ACTIVE EDGE STANDARDS

5.6.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 5.6 Active Edge Standards	●	●	●	●	●	●	●	●	●	- All development along all active edge designations, except Emergency Service Providers. - Off street parking provided as part of a building or parking structure adjacent to any roadway type.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

5.6.2. Ground Floor Spaces

For that portion of a building façade that is along a street segment designated as an active edge, the building must be designed and constructed to accommodate active uses such as retail and commercial services (see Figure 5-5). The building, including the ground floor, may contain any use allowed on the property, as identified in Section 2.3.

A. Active Use Area

Each ground floor space shall be constructed to accommodate, at a minimum, Business Occupancy and/or Mercantile Occupancy groups as defined by the currently adopted Commercial Building Code. If residential use is provided immediately above the ground floor level (i.e., secont floor residential), horizontal occupancy separation shall be provided to accommodate future Business or Mercantile Occupancies as required by the currently adopted Commercial Building Code at the time of construction.

The ground floor active use area shall be designed according to the following standards (see Figure 5-6):

1. An entrance that opens directly onto the sidewalk according to Section 5.3;
2. A depth of not less than 24 feet measured from the street frontage wall;
3. A height of not less than 12 feet measured from the entry level finished floor to the bottom of the structural members of the ceiling;
4. Each space shall be a minimum of 20 feet wide; and
5. A front façade that meets the window glazing requirements in Section 5.4.

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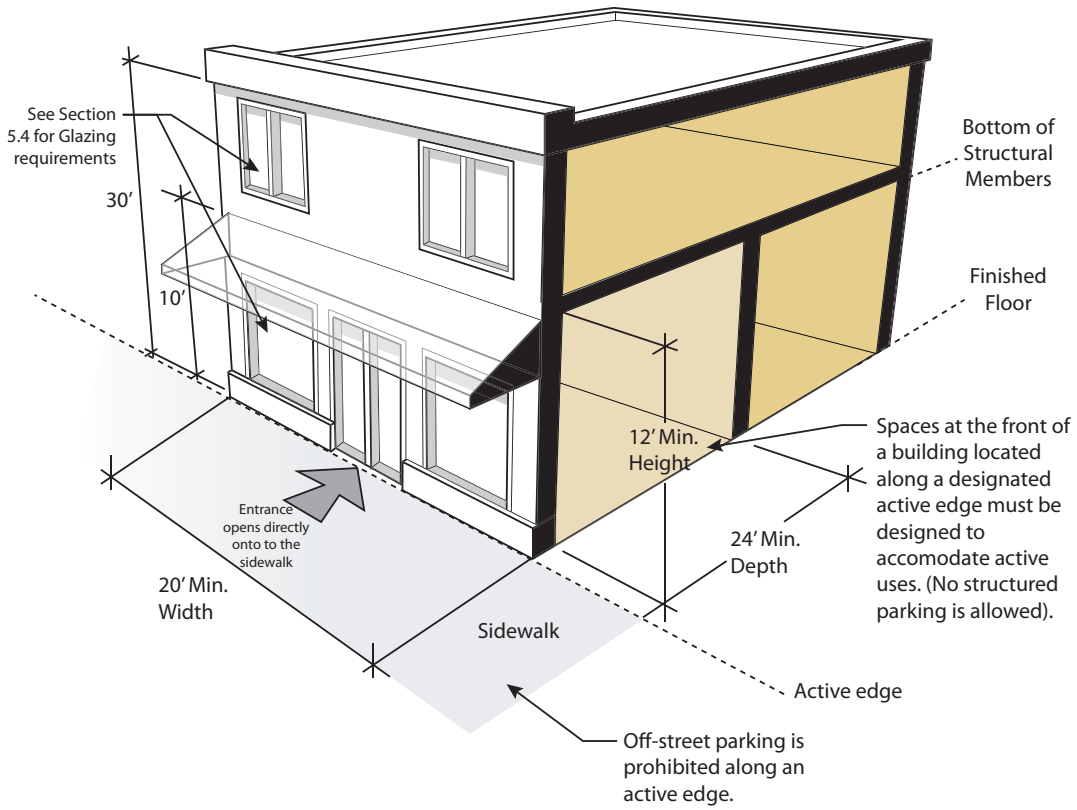

Figure 5-5:
Illustration showing required active use area along an Active Edge. Parking is not allowed between the street and building frontage along an Active Edge, nor is it allowed within the front 24 feet of the building along an Active Edge.

B. Parking

1. Off-street surface parking is prohibited along an active edge designation.
2. Structured parking may be located along an active edge but vehicle parking is not permitted in the required ground floor active use area described in this section.
3. Off street parking provided as part of a building or parking structure adjacent to a street designated as a Core Transit Corridor or Pedestrian Priority Collector roadway type, regardless of whether it has an active edge requirement, must meet the ground floor space standards of this Section 5.6.

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5.7. BUILDING STEP-BACK REQUIREMENT

5.7.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 5.7 Building Step-Back Requirement	●	●	●	●	●	●	●	●	●	Requirement applicable to all development 4 stories or higher.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

5.7.2. Standards

The street-facing building façades at the 4th story and above shall be stepped back from the street to maintain a pedestrian scale along the street frontage. The step back shall be a minimum of 10 feet deep, measured from the line of the street-facing façade.

5.8. TELECOMMUNICATIONS TOWER REQUIREMENTS

5.8.1. Applicability

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 5.8 Telecommunications Tower Requirements	●		●			●	●	●	●	- All development in applicable Subdistricts.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

5.8.2. Standards

Free standing towers are prohibited in CMU and NMU Subdistricts. In those subdistricts, a telecommunications tower must be located on top of a building or be an architectural component of the building.

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ARTICLE 6: DEVELOPMENT BONUS

6.1. INTENT

The standards of Article 6 are intended to:

6.1.1. Encourage construction of projects with height or density greater than is allowed in the ERC Subdistrict in exchange for the provision of community benefits;

6.1.2. Encourage the provision of affordable housing and mixed income communities;

6.1.3. Encourage additional density while allowing new development to support "public benefits" that are important to achieve as the East Riverside Corridor area transforms in to a pedestrian-friendly urban neighborhood. These public benefits include affordable housing, open space, improved bicycling facilities, commercial or office uses, and improved flood and water quality controls.

6.2. APPLICABILITY

For the purpose of applying the standards in this Article, refer to Article 1 for maps and Sections 2.3.4 and 3.2.2 for descriptions of ERC Subdsitricts and ERC Roadway Types and refer to Subsection 4.3.2.A: Principal Street Determination.

Standards	Applies if ERC Subdistrict is:					Applies if the adjacent street is:				Applies to the following:
	CMU	IMU	NMU	UR	NR	CTC	PPC	UR	HWY	
Section 6.2.1 Development Bonus	●	●	●			●	●	●	●	- Properties eligible for development bonuses, as shown on Figure 1-8.
See Article 1 for maps and Sections 2.3.4 & 3.2.2 for descriptions of ERC Subdistricts and ERC Roadway Types.										

6.3. STANDARDS

6.3.1. A development bonus shall be granted to an eligible property, as shown on Figure 1-8, East Riverside Corridor Development Bonus Height Map, that meets the requirements provided of this Section.

6.3.2. The development bonus requirements must be met in full to receive the bonus; exceptions are prohibited. It is the responsibility of the applicant to document that all of the requirements are met. Documentation of compliance with all development bonus requirements is required prior to site plan approval.

6.3.3. The development bonus allows development on a site to be exempt from maximum Floor-to-Area Ratio (FAR) requirements in Section 4.2 and/or exceed its "maximum height by right" limitation up to the "maximum height with development bonus"

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limitation established in Figure 1-8, East Riverside Corridor Development Bonus Height Map.

6.3.4. For purposes of applying standards in this section, the Bonus Area is the greater of:

A. The gross floor area that exceeds the "maximum base FAR by right" limitation; or,

B. The gross floor area that exceeds the "maximum height by right" limitation.

6.3.5. Required Public Benefit Percentages

A. To be eligible for the development bonus described in Subsection 6.3.3 above, the applicant must provide public benefits as described below:

1. A minimum of 50% of the Bonus Area shall be earned through the provision of on-site affordable housing or payment of an in-lieu fee for affordable housing, as described in Subsection 6.4.1 below; and

2. A minimum of 25% of the Bonus Area shall be earned through the provision of publicly accessible open space, as described in Subsection 6.4.2 below; and

3. The remainder of the Bonus Area shall be earned through the provision of any combination of public benefit options for which the project is eligible, as described in Section 6.4 below.

4. A project providing a public benefit meeting multiple public benefit criteria will be granted cumulative Bonus Area for all benefits for which the criteria is met.

6.4. Public Benefit Bonus Options

6.4.1. Affordable Housing Bonus

Unless eligible for the following exceptions, projects must provide on-site affordable housing as described in Subsection 6.4.1.B.

A. Exceptions:

1. Projects greater than 90 feet in height and with a floor area ratio (FAR) of at least 4:1 have the option to provide on-site affordable housing as described in Subsection 6.4.1.B. or pay an in-lieu fee for affordable housing as described in Subsection 6.4.1.C.

2. Non-residential projects will pay the in-lieu fee for affordable housing as described in Subsection 6.4.1.C.

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B. On-Site Affordable Housing Benefit

1. Bonus granted: 4 bonus square feet for each 1 square foot of on-site affordable housing provided.

2. An applicant must provide on-site affordable housing as described in the following section to be eligible for the development bonus described in Subsection 6.3.3 above.

3. The following requirements assign the specific level of affordability for each unit type, which shall run with the land:

4. Affordability Requirements for Owner-Occupied Units.

   Habitable space as required in 6.4.1.A.1 shall be reserved as affordable through a City approved affordable housing land trust or other shared equity model approved by the Director of Neighborhood Housing and Community Development (NHCD), for not less than 99 years from the date a certificate of occupancy is issued, for ownership and occupancy by households earning no more than 80 percent of the Annual Median Family Income for the City of Austin Metropolitan Statistical Area as determined by the Director of NHCD.

5. Affordability Requirements for Rental Units

   Habitable space as required in 6.4.1.A.1 shall be reserved as affordable, for a minimum of 40 years following the issuance of the certificate of occupancy, for rental by households earning no more than 60 percent of the Annual Median Family Income.

C. In-lieu fee for Affordable Housing

1. Bonus granted: 1 bonus square foot for each per square foot in-lieu fee paid for affordable housing.

2. The developer shall pay into the Housing Assistance Fund 100 percent of the fee prescribed by Subsection 3. below for each square foot of the bonus area granted through the provision of this public benefit.

3. The fee to be paid into the City fund for each square foot of Bonus Area is established as 50 cents. This fee should be reviewed at least every 5 years.

4. The developer must pay the fee prescribed by this section prior to the issuance of the Certificate of Occupancy.

D. Affordability Definition

For purposes of this section, a unit is affordable for purchase or rental if the house-

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hold is required to spend no more than 30 percent of its gross monthly income on mortgage or rental payments for the unit, in addition to meeting the requirements of this section.

6.4.2. Publicly Accessible Open Space Bonus

A. Bonus granted: 10 bonus square feet for each 1 square foot of publicly-accessible open space provided.

B. Requirements: To qualify for this bonus, the following requirements must be met:

1. Size and dimensions. The open space must include at least 650 square feet of contiguous area with a minimum depth and width of 20 feet; and

2. Location. Open space must be visible and accessible from a public right of way or a public park; and

3. Open space features. The open space must meet the requirements of the LDC Chapter 25-2, Sec. 2.7.3.; and

4. A minimum of 50% of the open space must be open to the sky; and any portion of the open space that is not open to the sky must have a minimum vertical clearance of 20 feet; and

5. Ownership and use.

a. One of the following must be met:

i. The open space must be dedicated to the City; or

ii. A public access easement must be provided that allows for public access to and use of all the open space between the hours of 9:00am and dusk, at a minimum; and

b. The owner shall pay all costs of transferring the open space or easement to the City as set out in the LDC Section 25-1-602(G); and

6. Maintenance. The property owner must execute a covenant with the City that ensures the installation, preservation, maintenance, and replacement, if necessary, of the open space features; and

7. Parks approval. For open space that is dedicated to the City, the applicant must provide a letter from Austin Parks and Recreation Department stating that the open space features meet the requirements of the Department, and that the space is acceptable to the Department; and

8. Timing. The requirements of this section must be met before a site plan permit is issued; and

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9. Eligibility. To qualify for this bonus, an applicant cannot have exercised the fee-in-lieu option under Section 4.9 or 4.10 for the project, and a project's open space must exceed what is required by other ERC regulations.

6.4.3. Commercial/Office Space Bonus

A. Bonus granted: 5 bonus square feet for each 1 square foot of commercial or office space provided that is not required by ERC active edge requirements shown on Figure 1-4, East Riverside Corridor Active Edges Map.

B. Requirements:

1. Ground floor space must meet active edge requirements; and

2. Must contain commercial or office uses; and

3. The property owner must execute a covenant with the City attached to the deed of the site ensuring continuation and maintenance of the qualifying commercial or office spaces by the property owner for at least 20 years.

6.4.4. Additional Stormwater Flood Mitigation Bonus

A. Bonus granted: 5 bonus square feet for each additional 1 square foot of currently unmitigated impervious cover for which flood detention or downstream conveyance is provided above and beyond what is required by the by code and the Drainage Criteria Manual for the development of the site.

B. Requirements:

1. The additional stormwater detention or conveyance must provide a public drainage benefit above and beyond what is required for the site development. The proposal must comply with design principles laid out in the City of Austin's Drainage and Environmental Criteria Manuals.

2. All proposals are subject to approval by the Director of the Watershed Protection Department.

6.4.5. Additional Water Quality Controls Bonus

A. Bonus granted: 5 bonus square feet for each additional 1 square foot of currently untreated impervious cover for which water quality treatment is provided above and beyond what is required by code and the Environmental Criteria Manual for the development of the site.

B. Requirements:

1. The additional water quality controls must comply with the requirements of the City

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of Austin's Drainage and Environmental Criteria Manuals or an alternative approved by the Director of the Watershed Protection Department.

2. All proposals are subject to approval by the Director of the Watershed Protection Department.

6.4.6. Additional Water Quality Setback Bonus

A. Bonus granted: 5 bonus square feet for each 1 square foot of existing impervious cover removed from the Critical Water Quality Zone.

B. Requirements:

1. Soil in the areas restored to pervious cover must be uncompacted and re-vegetated with native and adapted riparian plants.

2. All proposals are subject to approval by the Director of the Watershed Protection Department.

6.4.7. Bicycle Facilities Bonus (only available to properties with nonresidential space)

A. Bonus granted: 20 bonus square feet for each 1 square foot of locker room facilities and associated long-term bicycle parking designed and available for use by employees that is not used to reduce the parking requirements in Section 4.4.4.

B. Requirements:

1. The locker room facility must include showers, a dressing area, and lockers (the facilities may be located outside of a building in a common area accessible to all buildings triggering this requirement); and

2. All nonresidential tenants of the building must be able to use the locker room facility; and

3. The locker room facility shall be separately accessible from commercial / retail toilet facilities; and

4. For buildings with less than 19,999 square feet of floor area containing commercial/retail space, a minimum of one unisex shower and changing facility shall be provided. For buildings with 20,000 to 99,999 square feet of floor area containing commercial/retail space, a minimum of one shower and changing facility per gender shall be provided. For buildings with 100,000 or more square feet of floor area containing commercial/retail space, a minimum of two showers and changing facilities per gender shall be provided; and

5. Provide two enclosed long-term bicycle parking spaces for each 10,000 square feet of nonresidential space in the project, in addition to the bicycle parking re-

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quired by code. Each bicycle parking space shall be installed in a covered (inside a building or in a parking garage), highly visible location and be:

a. "Class I" racks / parking spaces as defined in the City of Austin Transportation Criteria Manual; or

b. Located in a lockable bicycle storage room with means to secure individual bicycles within the room.

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ARTICLE 7: DEFINITIONS

Many terms used in this Document are defined in the LDC. Definitions are only included here if not defined in the LDC, or if the definition for this Document differs from the LDC.

A

Active Edge

An active edge imposes specific land use and design requirements for development on specific street frontages in the CMU Subdistrict. The locations of active edges are shown on the ERC Active Edge map (Figure 1-4). It requires building facades to be located adjacent to or near to the clear zone, building entrance and window treatment oriented to the street, and accommodation of active ground floor uses through building design and construction along the street frontage, including, but not limited to: commercial, retail, restaurant, entertainment, and lobbies for civic, hotel, or multi-family uses.

Alley

A vehicular passageway to provide service access to buildings. They may provide space for, but not limited to, the following: loading areas, trash collection, utility location, and access to parking. These uses may not restrict traffic movement through the alley.

B

Build-to Line

Implied line on a site or lot at the edge of the required sidewalk clear zone (or supplemental zone if provided) at which net frontage length is measured. (Figure 7-1)

Building

A structure that has a roof and walls, which is constructed in a permanent position on the ground. A building also includes parking structures that may or may not have fully enclosed walls.

Building Step-back

A building form in which upper stories of a building are stepped back from the street to maintain a pedestrian scale along the street frontage.

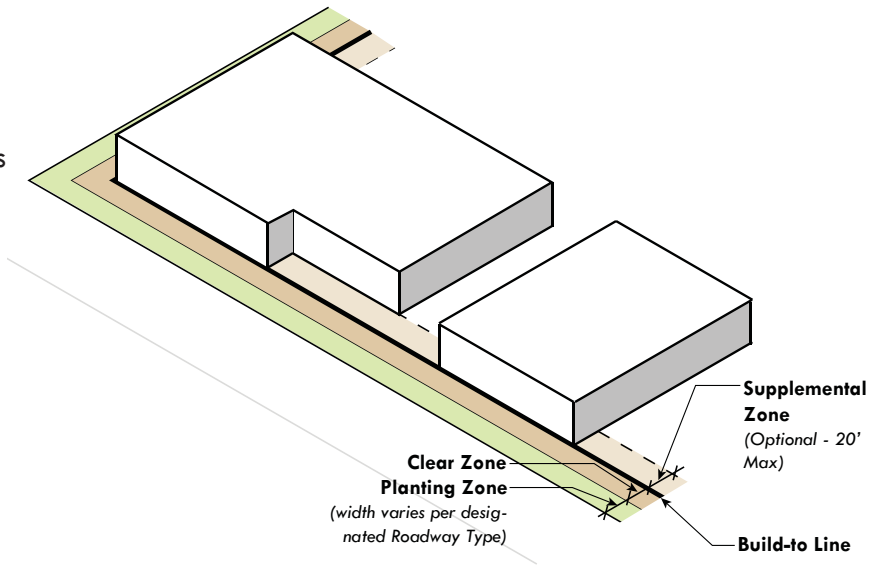

Figure 7-1:
Diagram illustrating the "Build-to Line".

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C

Civic Buildings

For purposes of this Document, civic buildings shall consist of the following:

- College or University facilities
- Community Recreation (Public)
- Cultural Services
- Local Utility Services
- Parks and Recreation Services (General)
- Postal Services
- Public Primary Education Facilities
- Public Secondary Education Facilities
- Safety Services
- Transportation Terminal

Clear Zone

The area dedicated for an unobstructed sidewalk.

Collector Street

A street as defined in Section 25-1-21 (15) of the LDC.

Commercial Use

A use that appears in Section 25-2-4, Commercial Uses Described, of the LDC.

Cycle Track

A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed cycle tracks are located to the curb-side of the parking (in contrast to bike lanes). Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.

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D

Director

Unless otherwise specified, the Director of the Planning and Development Review Department, or his or her designee.

Drive-Through Facility

Drive-through facilities provide services where the motorist generally waits in the car before and while the service is performed.

E

East Riverside Corridor Master Plan

A document that creates a development vision, plan and recommendations specific to the East Riverside Corridor Planning Area in Austin, TX and adopted by the City Council on February 25, 2010 (Ordinance no. 20100225-078).

East Riverside Corridor (ERC) Hubs

The areas within the East Riverside Corridor Zoning District surrounding recommended future transit hubs, which have been designated for more concentrated development (shown in Figure 1-6). Properties within the Hubs do not trigger compatibility standards and are eligible for development bonuses.

East Riverside Corridor (ERC) Planning Area

The study area boundary for the East Riverside Corridor Master Plan.

East Riverside Corridor (ERC) Zoning District

A designation of land within the East Riverside Corridor planning area in which additional land development requirements and standards intended to implement the vision and recommendations of the East Riverside Corridor Master Plan are applied.

East Riverside Corridor (ERC) Subdistrict

A designation of land within the ERC Zoning District used for applying land use, design and development standards within a specific part of the ERC area. The following is a listing of ERC Subdistricts:

- Corridor Mixed Use Subdistrict
- Industrial Mixed Use Subdistrict
- Neighborhood Mixed Use Subdistrict
- Urban Residential Subdistrict
- Neighborhood Residential Subdistrict

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F

Façade Line

See definition for 'build-to line'.

Facade Relief

Other non-glass materials that differ in texture from the adjacent facade material and made to be set in frames, as in windows and doors. Examples include, but are not limited to, metal panels, shutters, glass block, and wood panels.

Fully-Shielded Light Fixture

A lighting fixture constructed in such a manner that the light source is not visible when viewed from the side and all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal as determined by photometric test or certified by the manufacturer. Any structural part of the light fixture providing this shielding must be permanently affixed.

Full Cut-off

A luminaire light distribution where zero candela intensity occurs at or above an angle of 90 above nadir. Additionally, the candela per 1000 lamp lumens does not numerically exceed 100 (10%) at or above a vertical angle of 80 above nadir. This applies to all lateral angles around the luminaire.

G

Glazing

The panes or sheets of glass set in frames, as in windows or doors. Glass includes tinted, fritted, vision, spandrel, or other forms of sheet formed glass.

H

Hardscape

Nonliving components of a streetscape or landscape design, such as paved walkways, walls, sculpture, patios, stone and gravel areas, benches, fountains, and similar hard-surface areas and objects.

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I

Internal Block

One or more lots, tracts, or parcels of land within a site that are bounded by streets, railroads, or subdivision boundary lines.

J

Joint Use Driveway

Refer to Section 25-6-417 of the Land Development Code.

K

L

LDC

The City of Austin Land Development Code.

Light Fixture

The complete lighting assembly (including the lamp, housing, reflectors, lenses and shields), less the support assembly (pole or mounting bracket); a light fixture.

M

Maximum Extent Feasible

No feasible and prudent alternative exists, and all possible efforts to comply with the regulation or minimize potential harm or adverse impacts have been undertaken. Economic considerations may be taken into account but shall not be the overriding factor in determining "maximum extent feasible."

Maximum Extent Practicable

Under the circumstances, reasonable efforts have been undertaken to comply with the regulation or requirement, that the costs of compliance clearly outweigh the potential benefits to the public or would unreasonably burden the proposed project, and reasonable steps have been undertaken to minimize any potential harm or adverse impacts resulting from the noncompliance.

Mixed Use Building

A building containing more than one type of use. This may include, but is not limited to, a combination of residential, commercial, light manufacturing, office, and/or civic land uses.

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N

Net Frontage Length

Determined by calculating the total property length as measured by either the front lot line from property line to property line or, if internal blocks are created within a site, the total block length and subtracting compatibility setbacks, easements, streets, drive aisles, sidewalks, and stairs that occur at the building perimeter. (See Figure 7-2 for example).

Net Site Area

Refer to Section 25-8-62 of the Land Development Code.

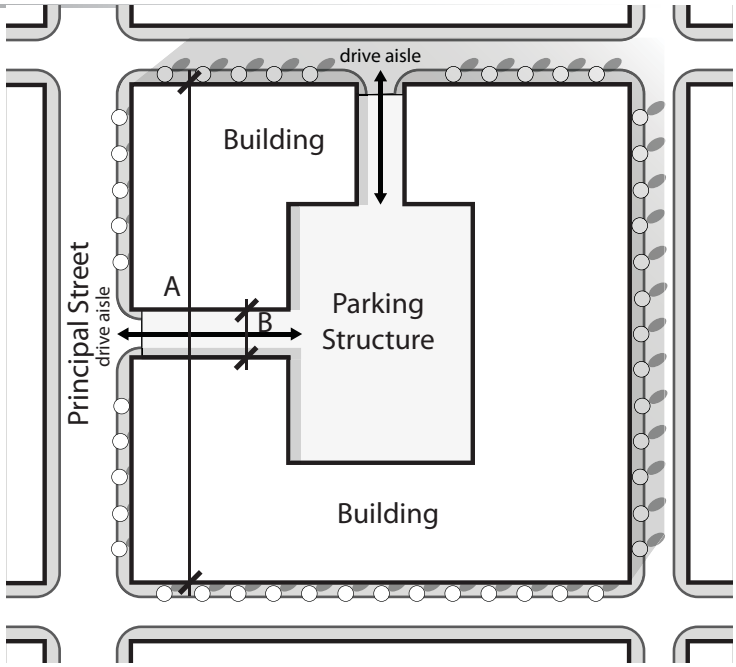

Figure 7-2:
The digram above provides an example for determining Net Frontage Length. The net frontage length along the Principal Street for the example above would be the length af A minus B.

O

P

Pedestrian-Oriented Business or Use:

A business or use which is commonly accessed by pedestrians from the street sidewalk and has a high customer use rate.

Planting Zone

An area adjacent to the curb in which street trees may be planted. The zone is also intended for the placement of street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bus shelters, bicycle racks, public utility equipment such as electric transformers and water meters, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.

Principal Building

A building in which is conducted the principal use of the lot on which it is located.

Principal Entrance

The place of ingress and egress most frequently used by the public.

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Principal Street

In this Document, the principal street of a lot or site is the street with the highest priority that is adjacent to the lot or site. Street priorities are established in Section 4.3.2 of this Document.

Q

R

S

Significant Stand of Trees

Three or more Class 1 or Class 2 tree specimens with a minimum measurement of two-inch Diameter at Breast Height, meeting the standards outlined within Section 3.5.2 of the Environmental Criteria Manual and a minimum of 150 square feet of critical root zone preserved.

Streetscape

The elements within and along a street that define its appearance, identity, and functionality, including street furniture, landscaping, trees, sidewalks, and pavement treatments.

Street

For the purposes of this Document, a street includes public and private streets and private drives, but does not include alleys.

Street-Facing Facade

A wall of a building that is within 60 degrees of parallel to a street lot line; and is not behind another wall, as determined by measuring perpendicular to the street lot line. The length of a street-facing façade is measured parallel to the street lot line.

Supplemental Zone

An area between the sidewalk clear zone and the building edge for active public uses such as a plaza, outdoor café or patio.

T

TCM

The City of Austin Transportation Criteria Manual.

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U

V

W

X

Y

Z

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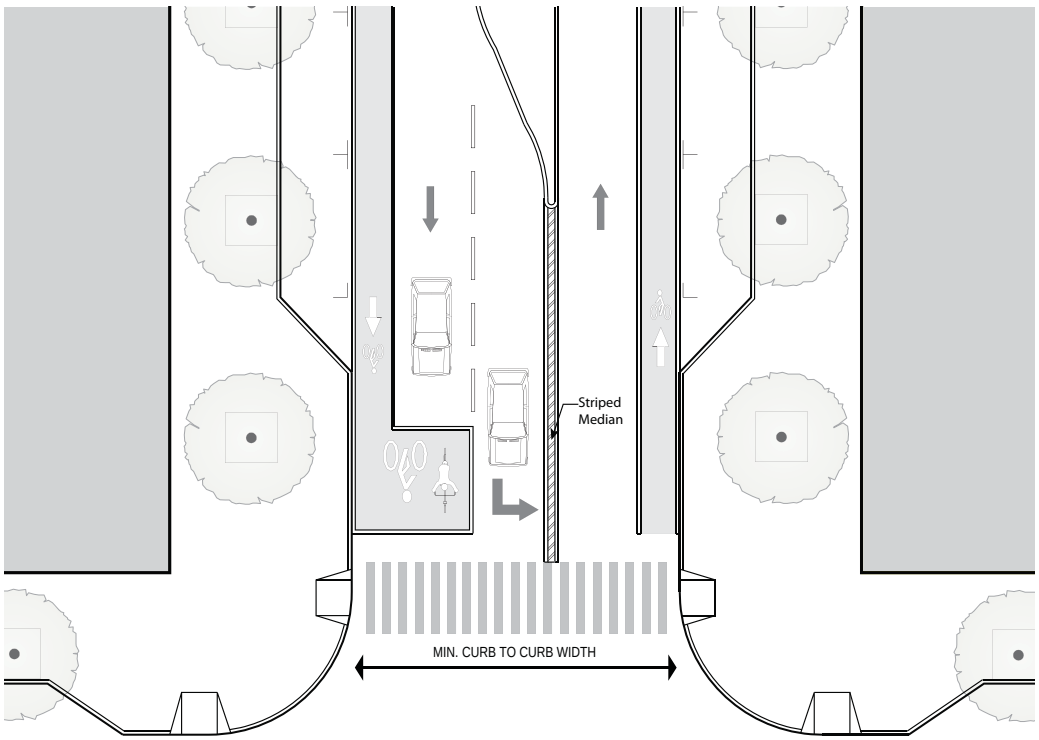

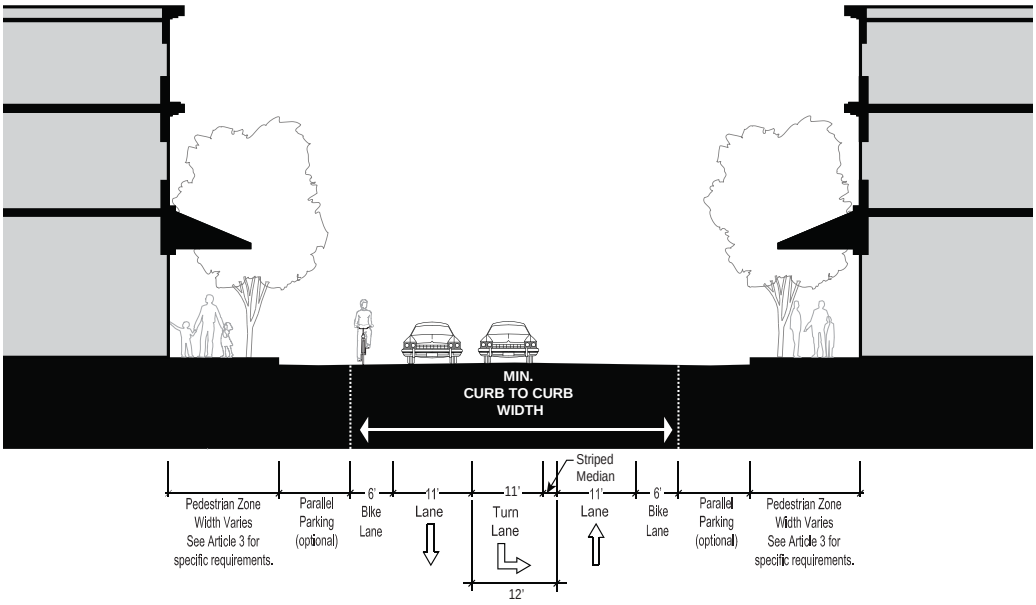

Street Characteristics

Min. Curb to Curb	46' *
Target Speed	35 mph or less
Curb Radius	20'
Bike Lanes	6' Min. Dedicated (Required on all Collector Streets)**
Parking	Parallel Parking on Both Sides (optional)

* **Note:** An additional 20' of ROW width will be required within 200' of intersections with Pleasant Valley Road, East Riverside Drive, and Hwy 71.

** **Note:** If optional parallel parking is provided adjacent to required 6' bike lanes, then the width of the parallel parking stall shall be no less than 8' wide.

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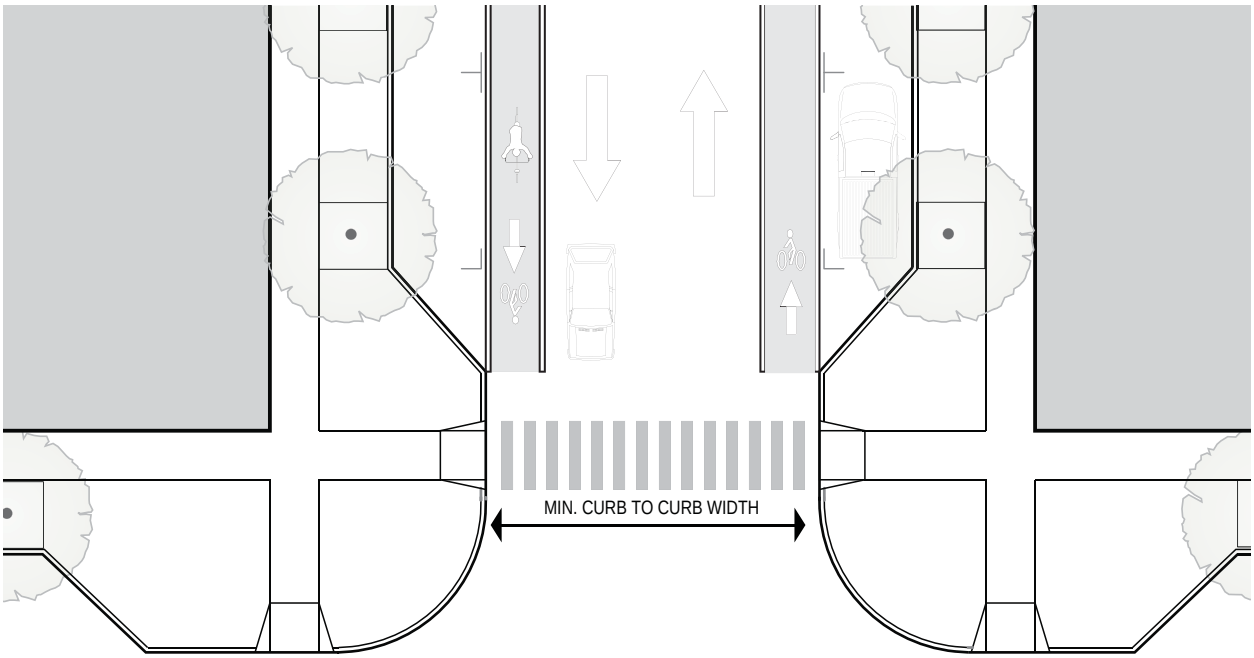

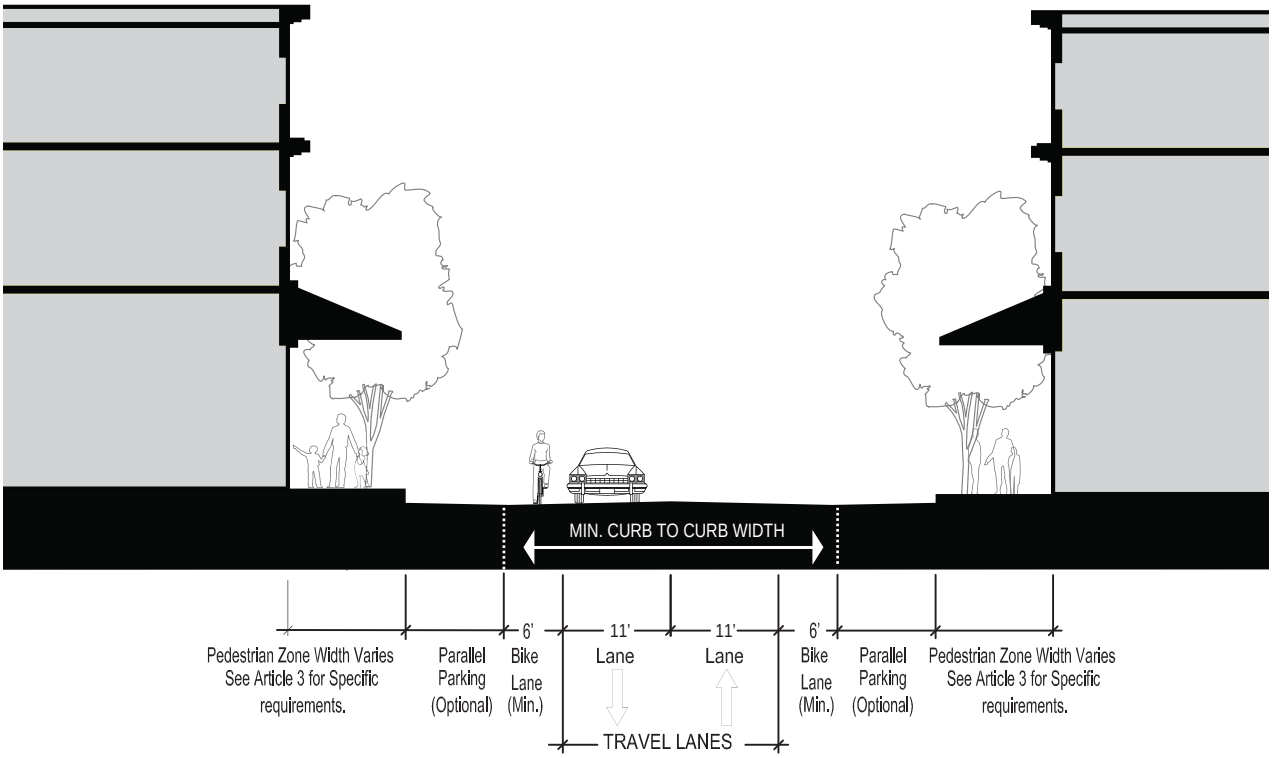

Street Characteristics

Min. Curb to Curb	34'
Target Speed	35 mph or less
Curb Radius	10 -15'
Bike Lanes	6' Min. Dedicated (Required on all Collector Streets) *
Parking	Parallel Parking on Both Sides (optional)

* **Note:** If optional parallel parking is provided adjacent to required 6' bike lanes, then the width of the parallel parking stall shall be no less than 8' wide.

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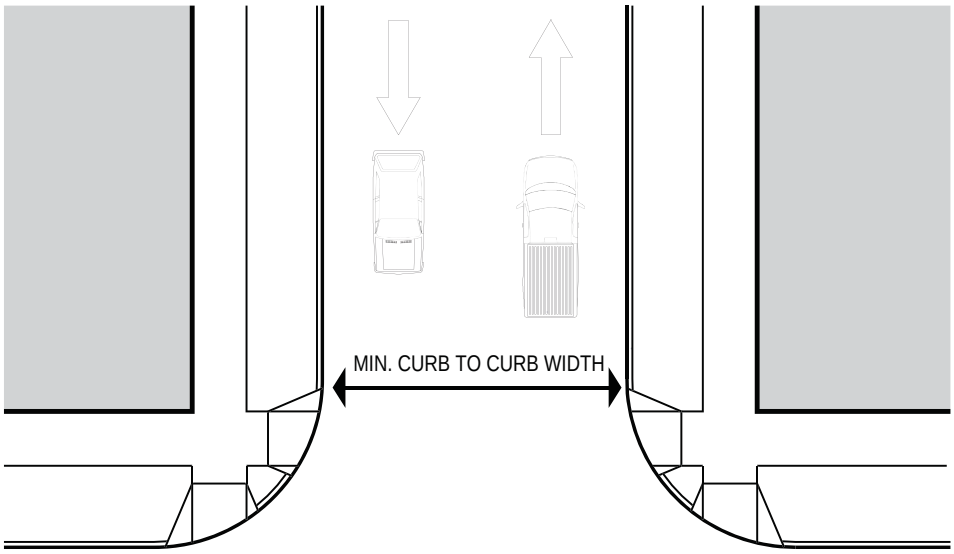

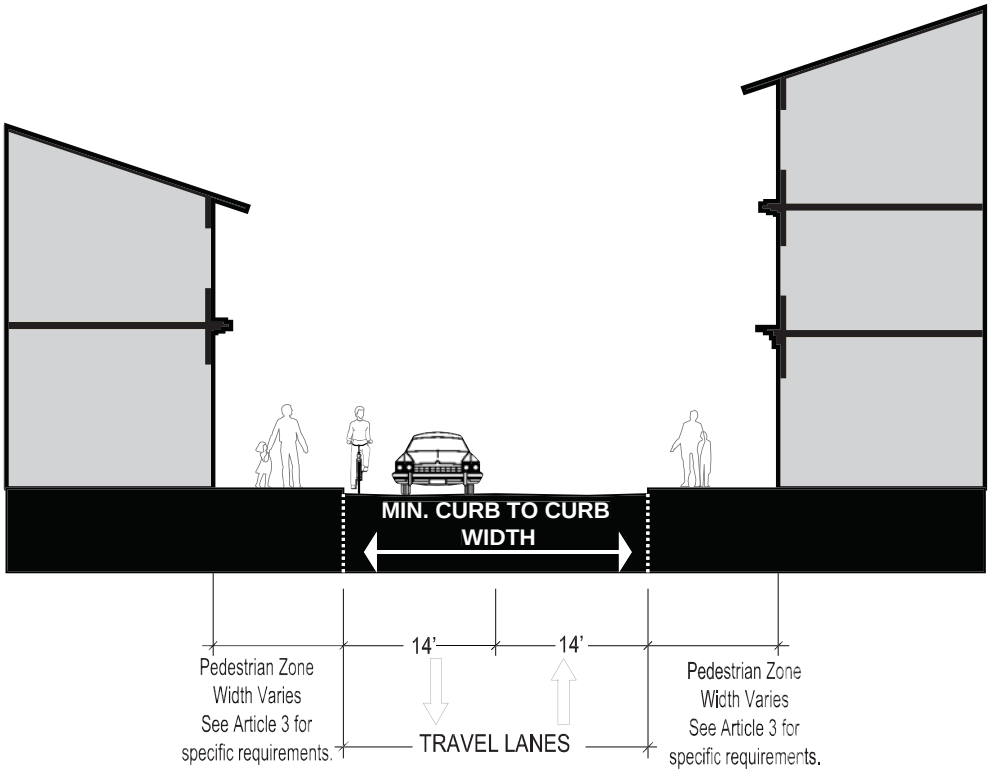

Street Characteristics

Min. Curb to Curb	25'
Target Speed	10 mph
Curb Radius	15'
Bike Lanes	Not Required
Parking	On-Street Parking on Both Sides of Street

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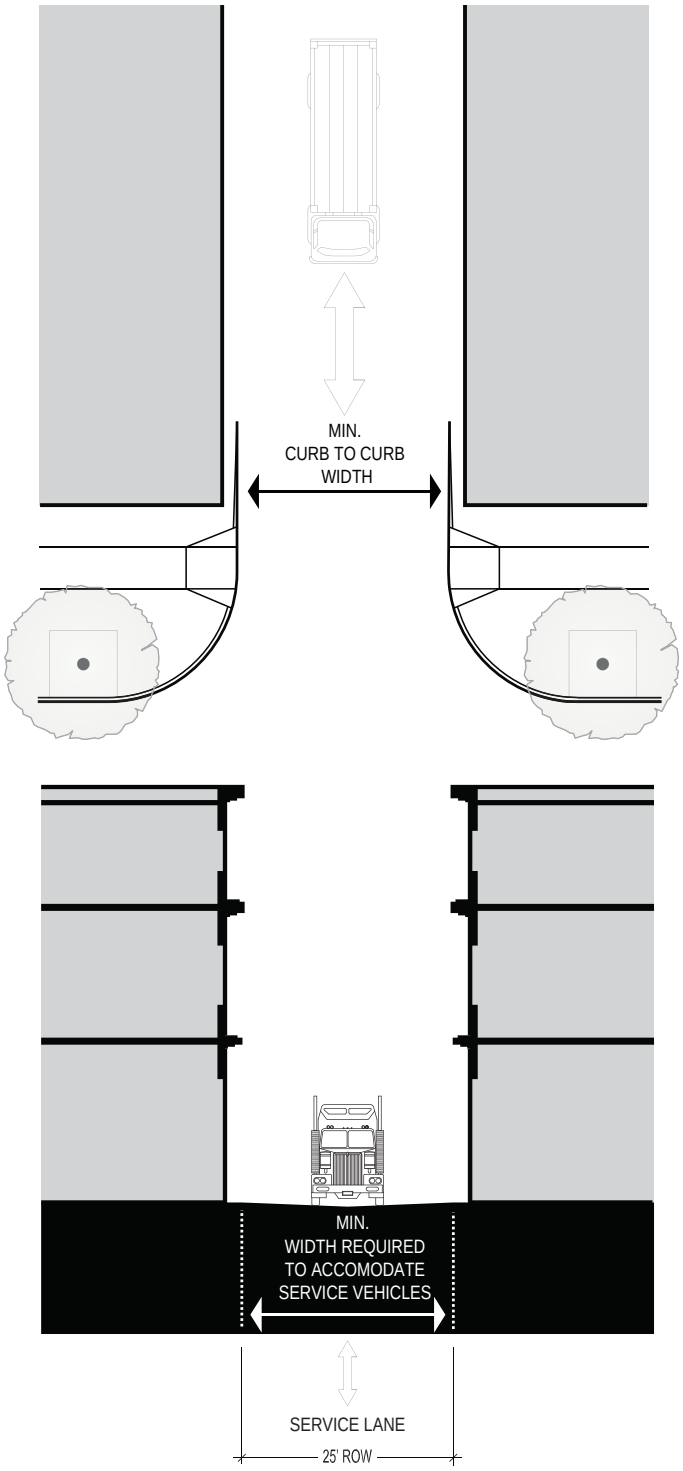

Street Characteristics

Min. Service ROW	25'
Target Speed	10 mph
Curb Radius	15'
Bike Lanes	None
Parking	None

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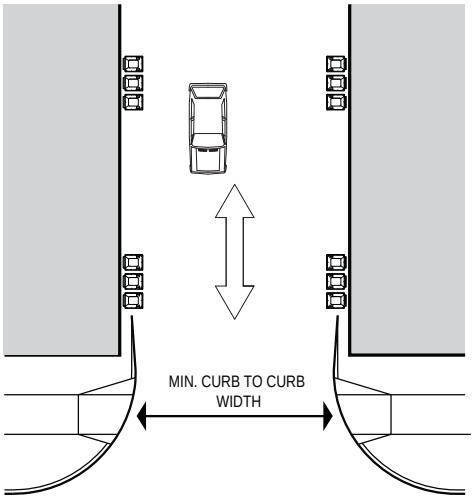

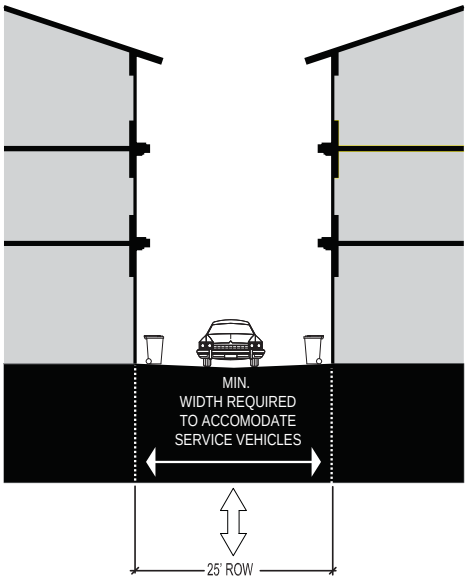

Street Characteristics

Min. Service ROW	25'
Target Speed	25 mph or less
Curb Radius	15'
Bike Lanes	None
Parking	None

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Development projects and new streets within the ERC Zoning District are encouraged to incorporate Innovative Water Quality Controls as described in the City of Austin Environmental Criteria Manual Section 1.6.7. This appendix provides examples of projects in Austin that have incorporated these best management practices (BMPs). In addition, City Council adopted an ordinance on December 16, 2010 that requires commercial stormwater runoff to be directed to 50% of required landscaped areas. Landscaped areas can be designed to comply with this new ordinance and also achieve water quality credit by integrating Innovative Water Quality Controls like rain gardens or vegetative filter strips.

Biofiltration

Example B -1: Sand Beach Biofiltration Pond (Lamar Blvd. and Cesar Chavez St.)

Sand Beach Biofiltration Pond (Lamar Blvd. and Cesar Chavez St.). Biofiltration enhances the traditional sedimentation/sand filter design, adding an organic filtration media with vegetation to remove pollutants. Biofiltration systems can serve as aesthetic amenities and, unlike sedimentation/sand filtration ponds, may be eligible for landscaping credit. Another example of an urban project using biofiltration is the Twin Oaks Library. For design criteria, see Environmental Criteria Manual 1.6.7(C).

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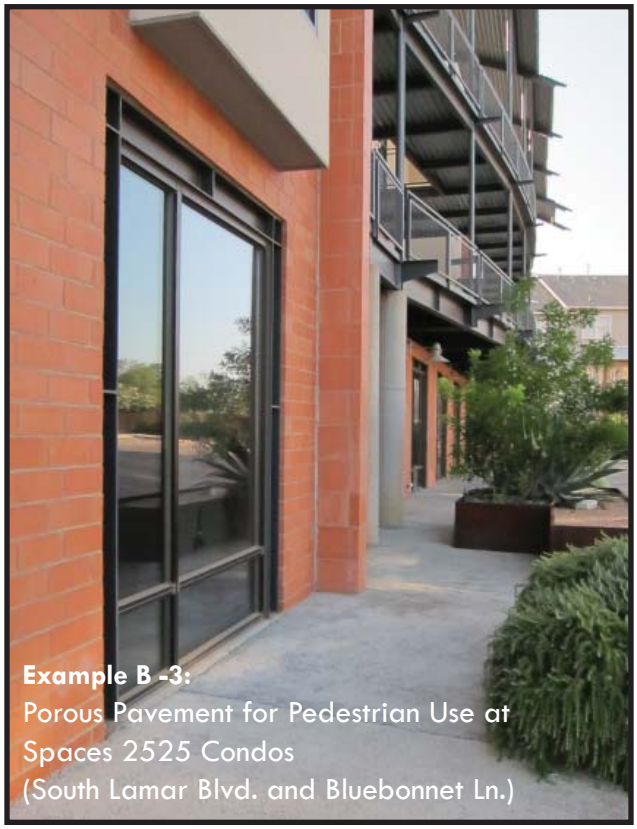
Rainwater Harvesting

Example B -2:
Rainwater Harvesting Tank
at Twin Oaks Library
(South 5th St. and Mary St.)

Rainwater Harvesting Tank at Twin Oaks Library (South 5th St. and Mary St.). Although rainwater tanks can be located underground to save space, they can also serve as attractive, above-ground features. Several sites with rainwater harvesting tanks present signage for public education purposes. Rainwater harvesting also promotes water conservation by using stormwater runoff instead of potable water for landscaping irrigation or cooling water. Other examples of urban projects with rainwater harvesting include the Pedernales Lofts, the Bridges at Lamar, and the Austin Yellow Bike Project Headquarters. For design criteria, see Environmental Criteria Manual 1.6.7(D).

Porous Pavement for Pedestrian Use



Example B -3:
Porous Pavement for Pedestrian Use at
Spaces 2525 Condos
(South Lamar Blvd. and Bluebonnet Ln.)

Porous Pavement for Pedestrian Use at Spaces 2525 Condos (South Lamar Blvd. and Bluebonnet Ln.). Porous pavement is a permeable concrete surface with underlying layers of gravel and rock that provides groundwater recharge through infiltration. Porous pavement for pedestrian use (e.g., sidewalks and trails) can be counted as pervious area. Although porous pavement does not directly receive water quality credit, it can reduce the overall water quality volume required for the site—thus decreasing the amount of space needed for on-site controls. Other examples of porous pavement for pedestrian use can be found at Big Stacy Park and Zilker Park. For design criteria, see Environmental Criteria Manual 1.6.7(E).

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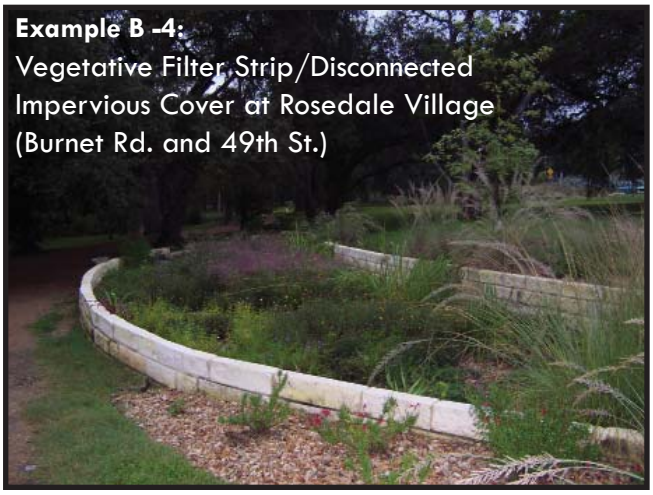
Rain Garden Use

Vegetative Filter Strip/Disconnected Impervious Cover at Rosedale Village (Burnet Rd. and 49th St.). Vegetative filter strips (VFS) use the filtration properties of plants and soils to remove pollutants from runoff. They are typically used in relatively low-density developments as a passive, low maintenance water quality control. However, partial water quality credit can be received for the disconnection of impervious cover that allows stormwater runoff to be treated using smaller vegetated strips. For design criteria, see Environmental Criteria Manual 1.6.7(F).

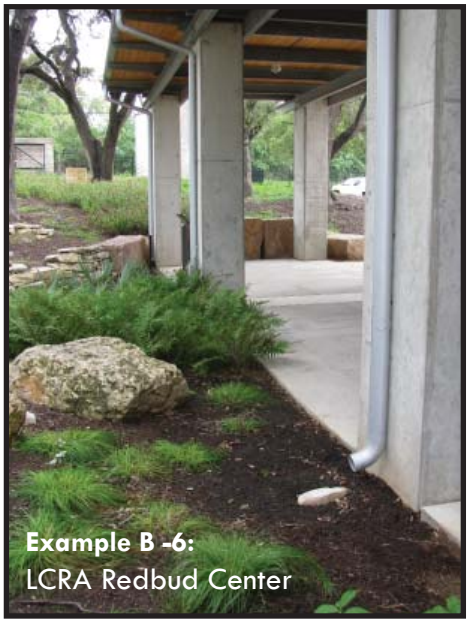


Example B -4: Vegetative Filter Strip/Disconnected Impervious Cover at Rosedale Village (Burnet Rd. and 49th St.)

Commercial Landscape Ordinance

Stormwater Runoff Directed to Landscaping at Highland Mall (top) and LCRA Redbud Center (bottom). Austin requires landscaping of commercial sites for aesthetics, buffering, screening, and urban heat island abatement. This landscaping is traditionally curbed off from surrounding pavement and relies heavily on potable water irrigation to survive. Meanwhile, rainfall running off parking lots and rooftops is directed to storm drains and structural controls, bypassing the landscaping completely. There is a significant opportunity to bridge this existing divide by using rainwater more wisely on-site to conserve potable water, enhance water quality, and sustain the health of these urban landscapes. City Council recognized this opportunity and passed an ordinance on December 16, 2010 that requires commercial sites to direct stormwater to at least 50 percent of the required landscaping. There are a number of ways to comply, ranging from simpler solutions like overland flow and disconnected downspouts to more sophisticated designs like those shown in this document (e.g., rain gardens, rainwater harvesting, and vegetative filter strips).

Example B -5: Stormwater Runoff Directed to Landscaping at Highland Mall



Example B -6: LCRA Redbud Center

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