



Figure 3:
Example of a Core Transit
Corridor (South Congress)



Figure 4:
Example of an Internal Circulation
Route (Midtown Commons)



Figure 5:
Example of a Highway (I-35)

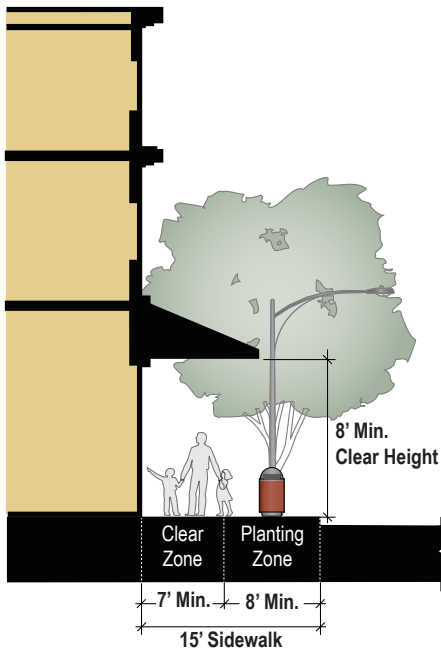


Figure 6:
Core transit corridor sidewalk requirements.
Street trees are required along core transit
corridors with an average spacing not
greater than 30 feet on center.

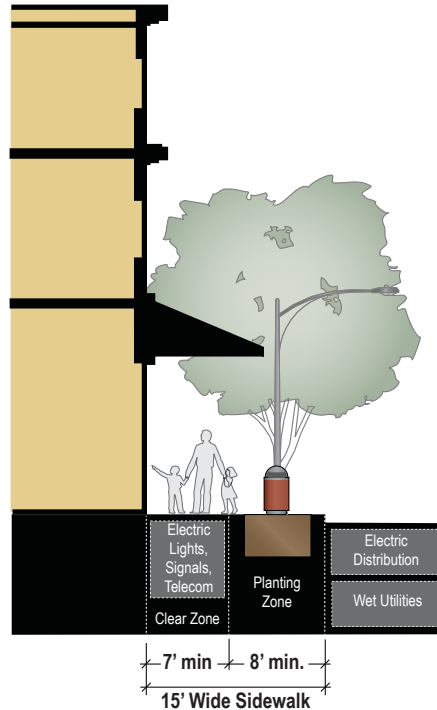


Figure 7:
Core transit corridor with underground utilities.

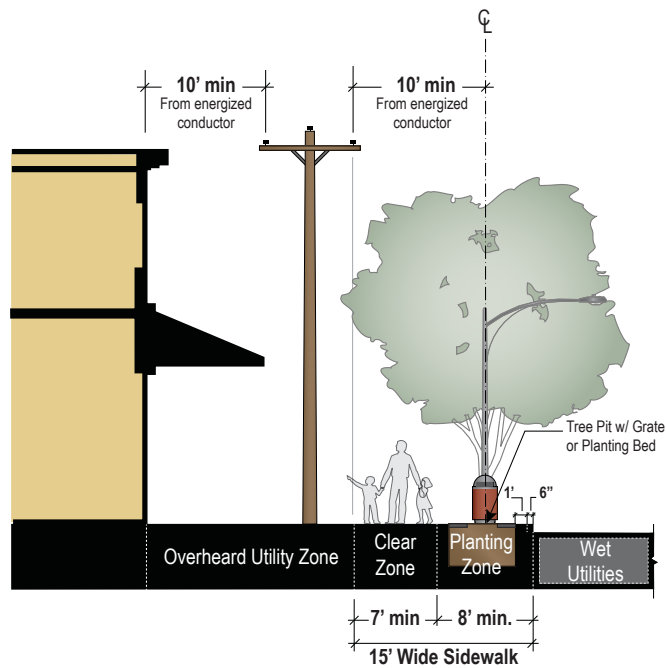


Figure 8:
Core transit corridor with overhead utility zone.

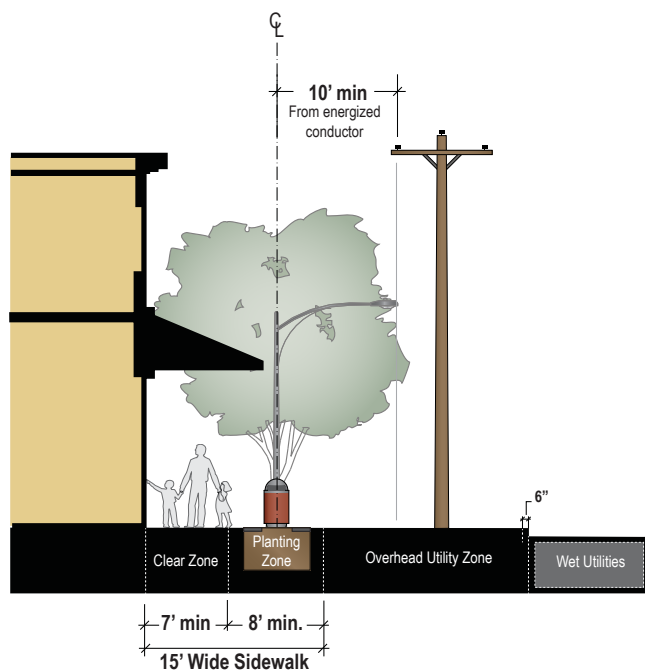


Figure 9:
Core transit corridor with overhead utility zone at curb.

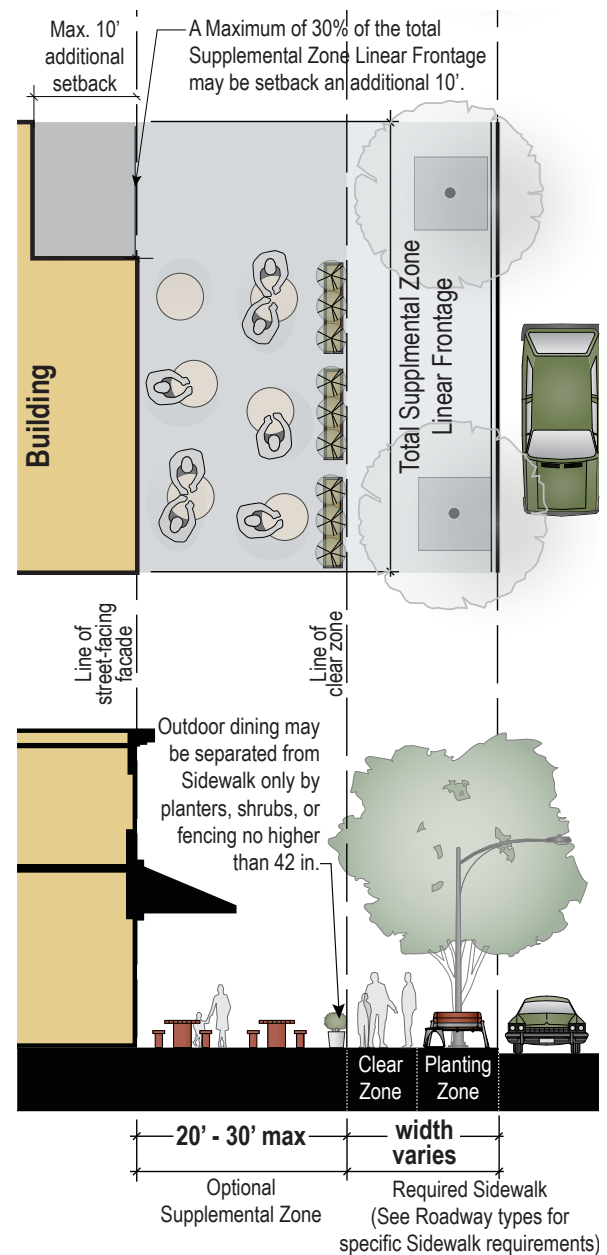


Figure 10 & 11:
Optional supplemental zone may be expanded to 30 feet for a maximum of 30 percent of the frontage.



Figure 12:
Example of supplemental zone with outdoor dining.

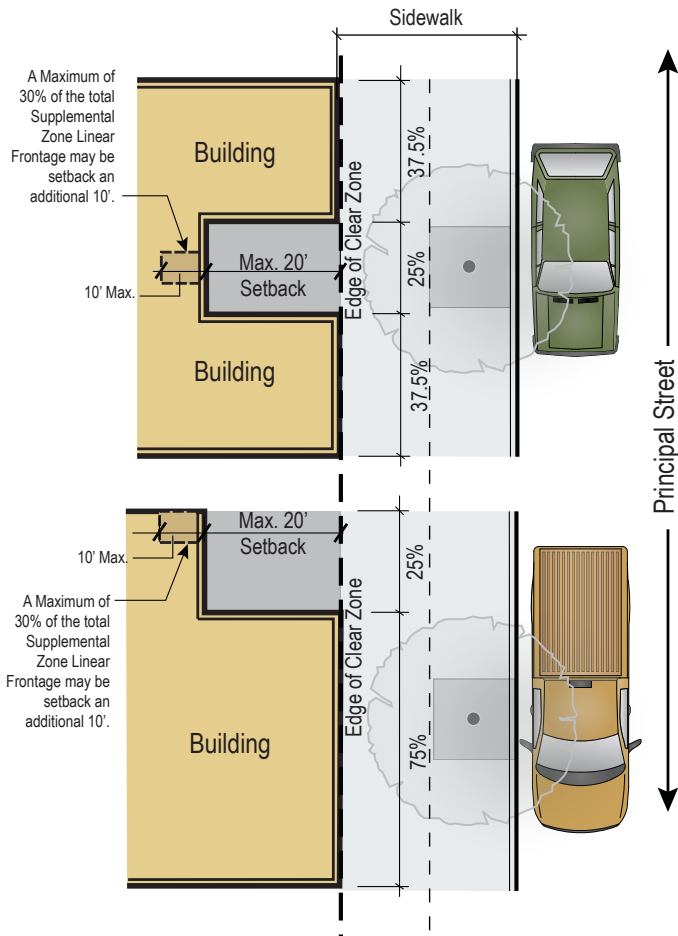


Figure 13: Examples of permitted building placement along Core Transit Corridors. Parking is not permitted in the hatched area between the street-facing facade and the sidewalk.



Figure 14: The Austin City Hall is set back from the street in some areas, while other non-civic buildings meet the street. This is a traditional urban design technique intended to emphasize the importance of civic uses.

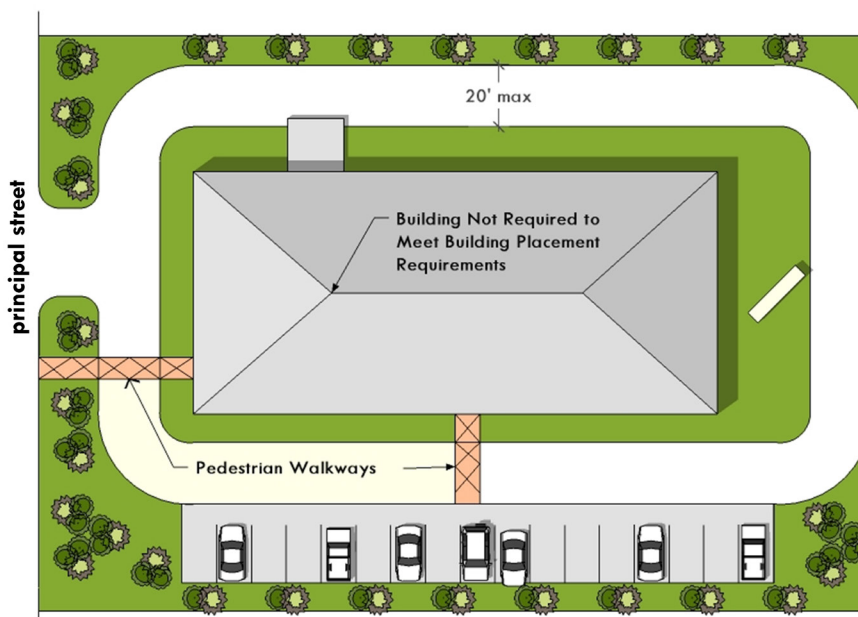


Figure 15: Drive-through uses serviced by a single curb cut do not have to meet the building placement standards in order to allow for a circulation lane.

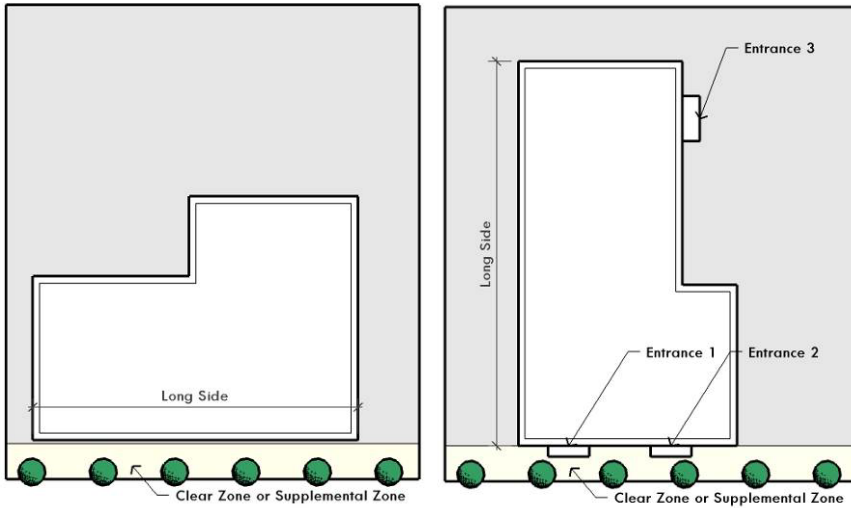


Figure 16 (left) & 17 (right):
Alternative building placement options.

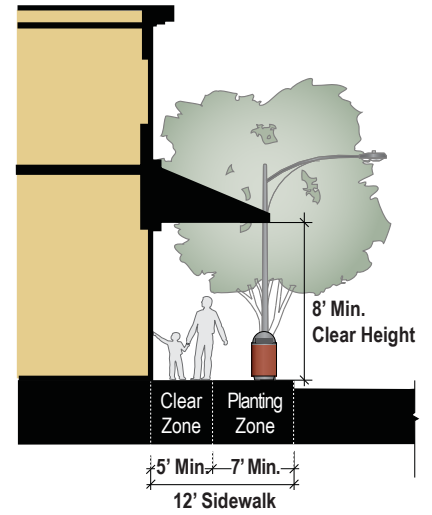


Figure 19:
Urban roadway sidewalk width requirements. Note that street trees are optional on urban roadways.

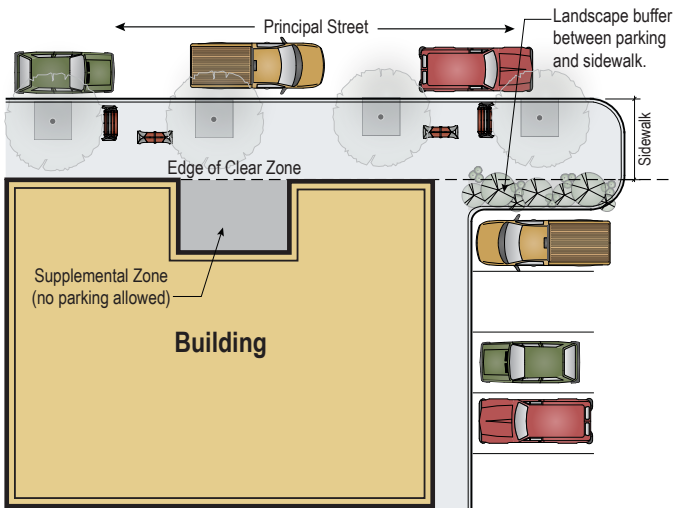


Figure 18:
Parking to the side of a building is permitted but screening is required between the parking and the sidewalk. No parking is permitted between the building and the sidewalk on a Core Transit Corridor.

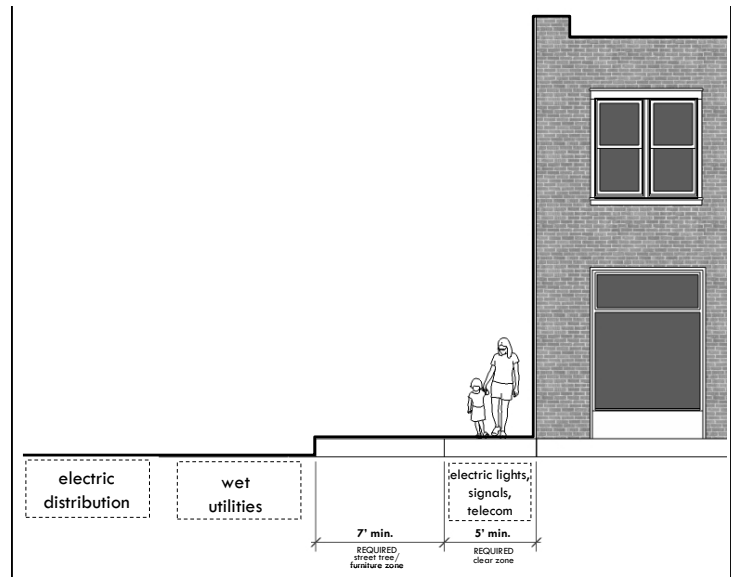


Figure 20:
Underground utilities on an Urban Roadway.

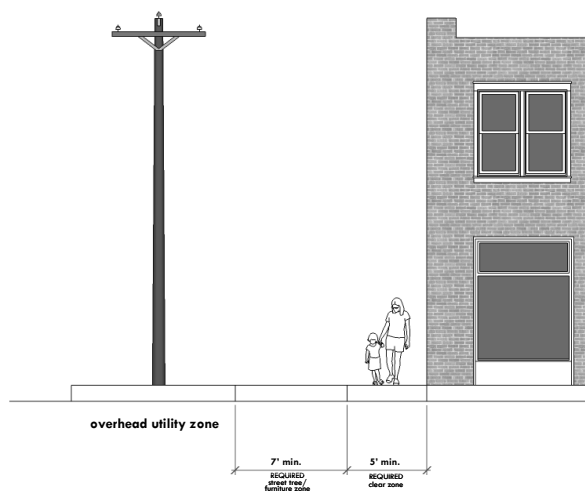


Figure 21:
Above ground utilities at curb on an Urban Roadway.

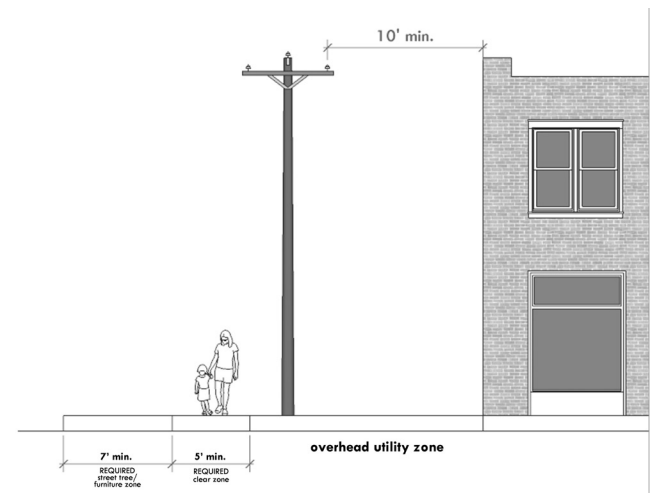


Figure 22:
Above ground utilities on an Urban Roadway.

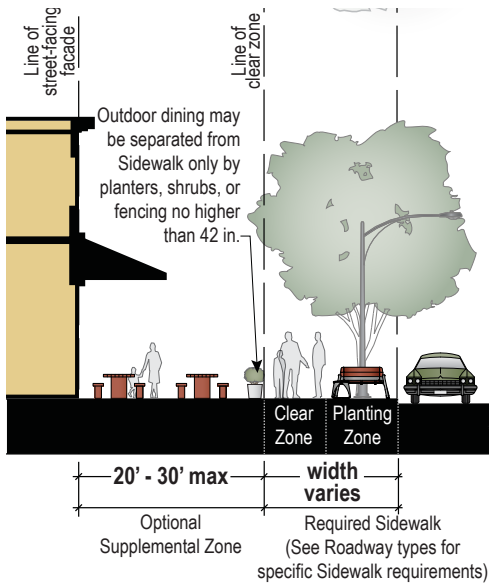


Figure 23:
Urban Roadway with optional supplemental zone.

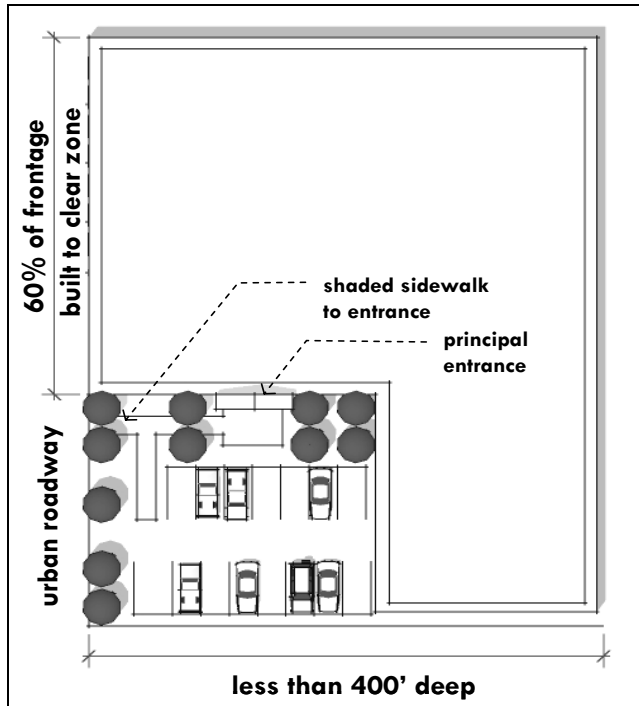


Figure 25:
Parking is permitted between the building and the roadway on shallow lots less than 400 feet deep, when certain conditions are met.

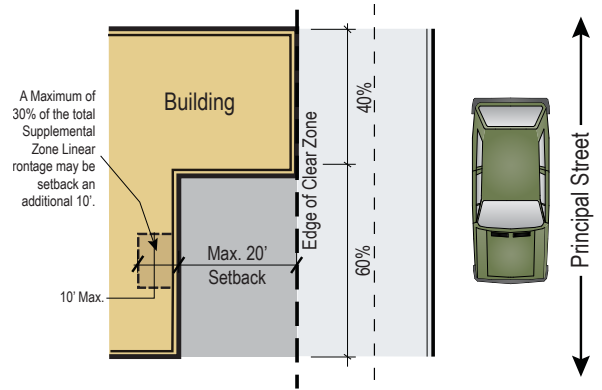


Figure 24:
Example of building placement on Urban Roadways. Parking is generally not permitted in the hatched area between the building facade and the sidewalk, except for shallow lots, as described in paragraph D.



Figure 26:
Examples of shaded sidewalks.



Figure 27:
Parking is discouraged between the building and the street on Suburban Roadways.

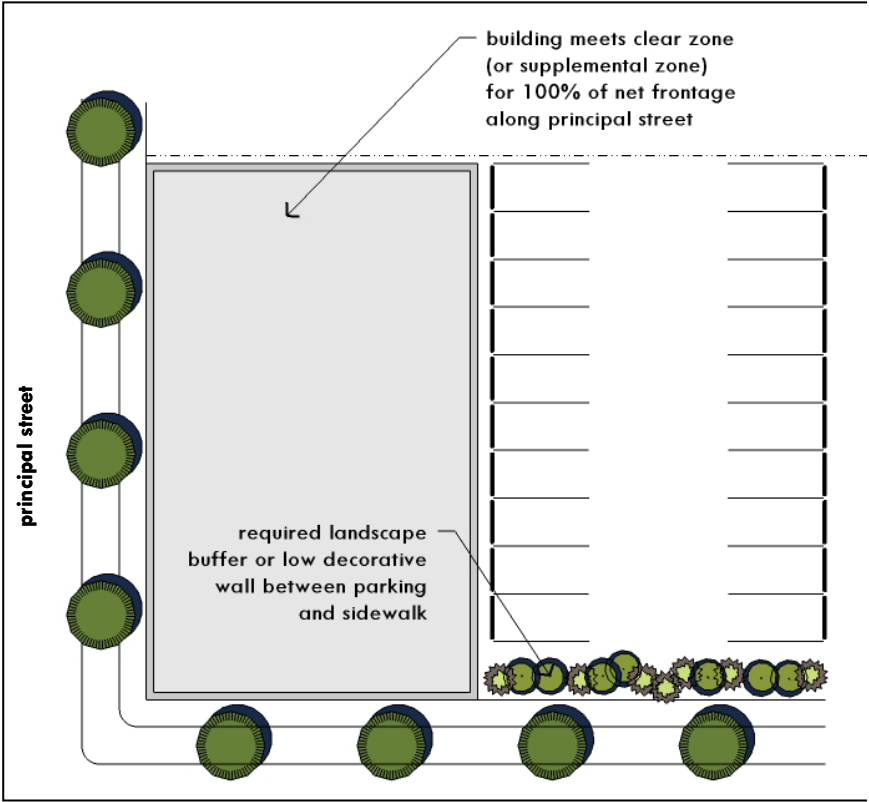


Figure 28:
Corner Site on a Suburban Roadway (shown as “principal street”)

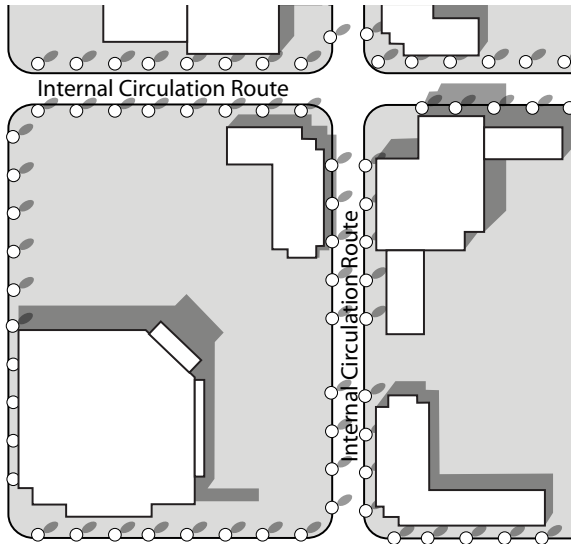


Figure 29:
Example Internal Circulation Route system, blocks must not exceed 5 acres.

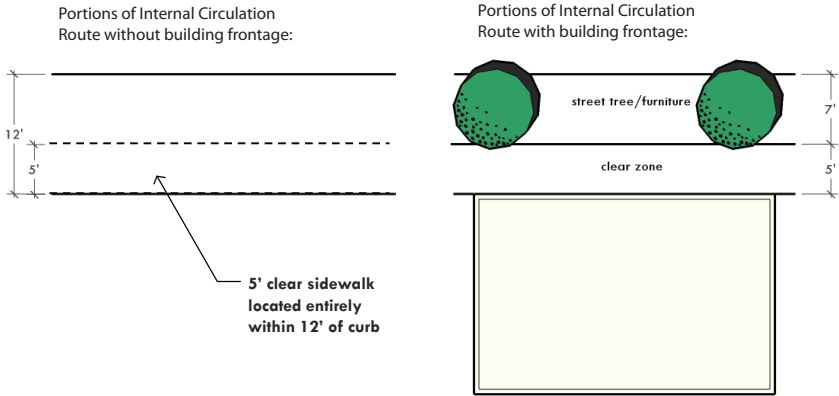


Figure 30:
Required sidewalks on Internal Circulation Routes.



Figure 31:
Example of a pedestrian/bicycle connection from sidewalk to building entrance.

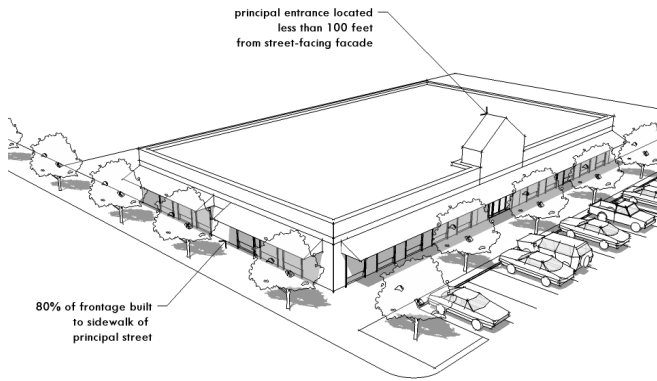


Figure 32:
Requirements for a principal entrance that does not face the principal street.



Figure 33:
When multiple entrances are not provided, long walls should be broken up with glazing and other pedestrian amenities.

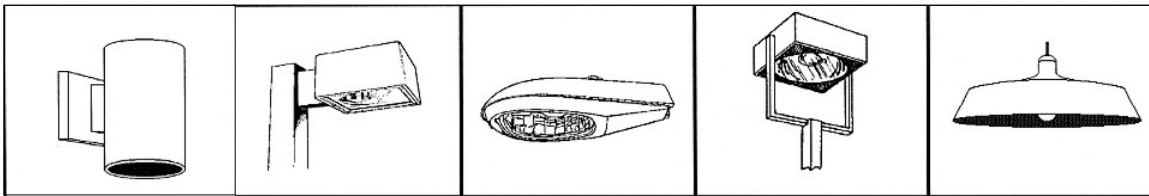


Figure 34:
Examples of fully-shielded light fixtures.

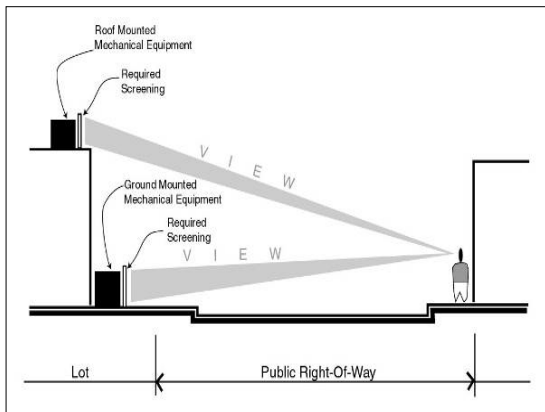


Figure 35:
Screening of Equipment and utilities.



Figure 36:
Examples of open space amenities



Figure 37:
Examples of tree preservation during construction.



Figure 38:
Example of an ADA ramp with shade structure.

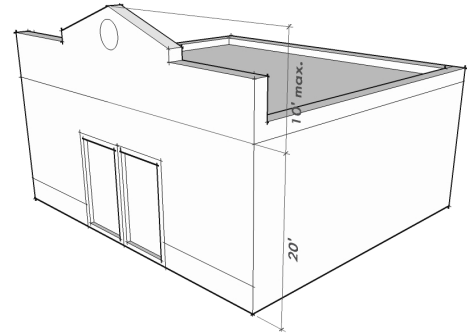


Figure 40:
Standards for height of false fronts or parapets.

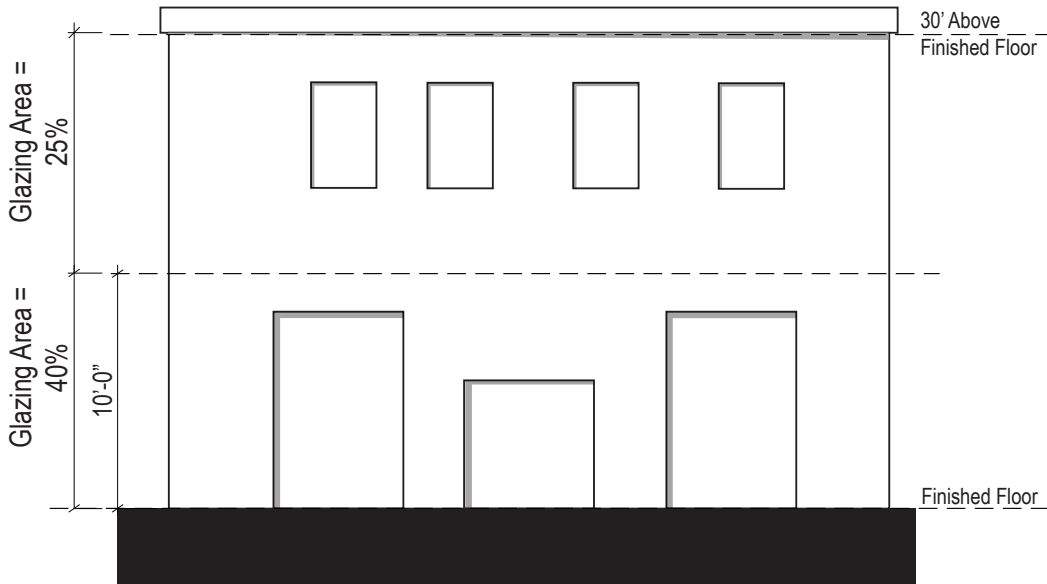


Figure 39:
Glazing and Facade Relief requirements

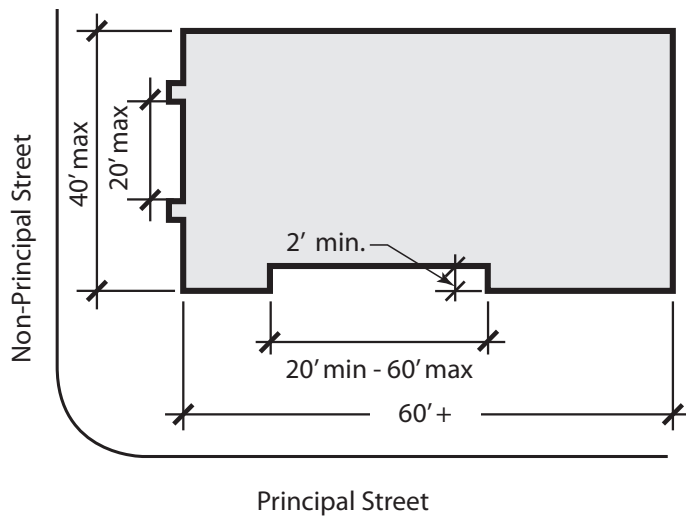


Figure 41:
Diagram of building facade articulation.



Figure 42:
Examples of facade articulation.



Figure 44:
Example of a sustainable roof



Figure 43:
Examples of roof design



Figure 45:
Examples of vertical mixed use

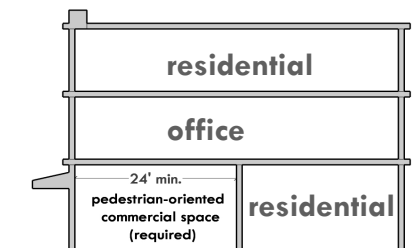
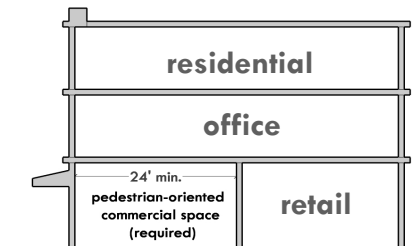
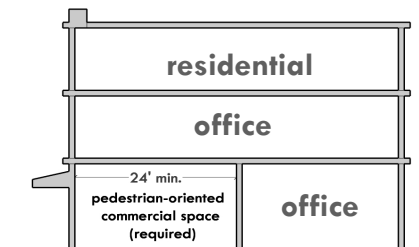
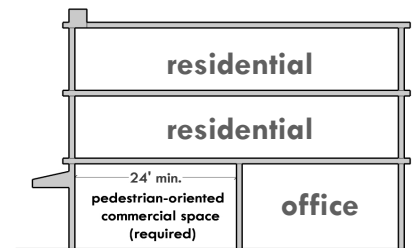


Figure 46:
Examples (not a comprehensive list)
of use mixes that would meet these
requirements

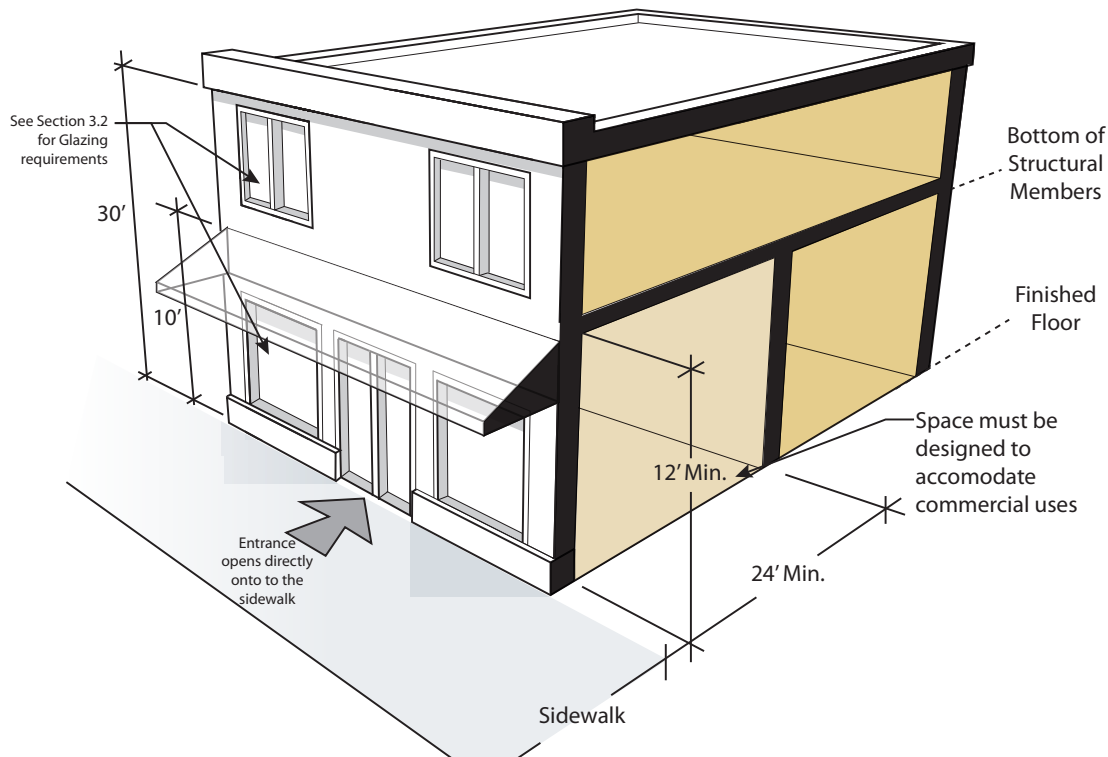


Figure 47:
Pedestrian-oriented Commercial Spaces

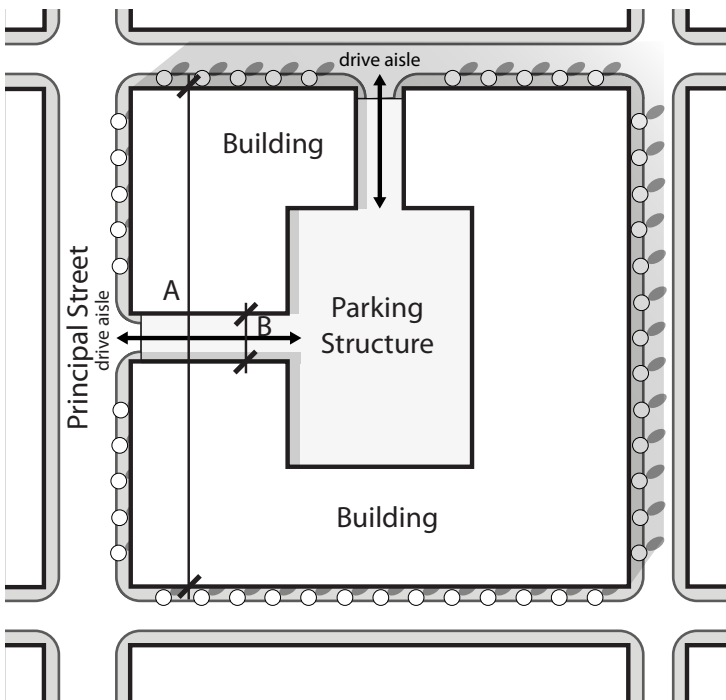


Figure 48:
The digram above provides an example for determining Net Frontage Length. The net frontage length along the Principal Street for the example above would be the total sum of lengths A and B. Required Internal Circulation Routes, drive aisles, and perimeter sidewalks are not included.