ORDINANCE NO. 20130606-088

AN ORDINANCE AMENDING CITY CODE CHAPTER 25-2, SUBCHAPTER E, RELATING TO DESIGN STANDARDS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. Article 1 of City Code Chapter 25-2, Subchapter E is amended as follows:

This Subchapter generally addresses the physical relationship between commercial and other nonresidential development and adjacent properties, public streets, neighborhoods, and the natural environment, in order to implement the City Council's vision for a more attractive, efficient, and livable community. The general purposes of this Subchapter include:

1.1.1. To provide appropriate standards to ensure a high quality appearance for Austin and promote pedestrian-friendly design while also allowing flexibility, individuality, creativity, and artistic expression;

1.1.2. To strengthen and protect the image, identity, and unique character of Austin and thereby to enhance its business economy;

1.1.3. To protect and enhance residential neighborhoods, commercial districts, and other areas by encouraging physical development that is of high quality and is compatible with the character, scale, and function of its surrounding area;

1.1.4. To encourage developments that relate well to adjoining public streets, open spaces, and neighborhoods; and

1.1.5. To provide for and encourage development and redevelopment that contains a compatible mix of residential and nonresidential uses within close proximity to each other, rather than separating uses.

§ 1.2. APPLICABILITY.

1.2.1. General Applicability. The applicability of this Subchapter varies by section and is dependent on the type of principal street that the subject lot or site faces and on the type of development activity proposed. Table A [~~The following table~~] summarizes the applicability of each section of this Subchapter. Only those sites and projects that meet both the principal street and development type thresholds in the table are subject to the particular standard. General exemptions from the requirements of this Subchapter are listed in Subsection 1.2.4. [~~Section~~

~~1.2.3.~~], and additional exemptions from specific standards are listed in subsequent sections of this Subchapter.

TABLE A. GENERAL APPLICABILITY

Section	Standard	Applies if the Principal Street Is:	Applies to the Following:
ARTICLE 2: SITE DEVELOPMENT STANDARDS			
2.2: Relationship of Buildings to Streets and Walkways	2.2.2. Core Transit Corridors: Sidewalks and Building Placement	Core Transit Corridor	- All zoning districts - Single-family residential uses are exempt, in addition to the general exemptions in Section 1.2.4. [~~1.2.3.~~]
	2.2.3. Urban Roadways: Sidewalks and Building Placement	Urban Roadway	All non-residential zoning districts
	2.2.4. Suburban Roadways: Sidewalks and Building Placement	Suburban Roadway	All non-residential zoning districts
	[~~2.2.5. Internal Circulation Routes: Sidewalks and Building Placement~~]	[~~Internal Circulation Route~~]	[~~All non-residential zoning districts (development of any site subject to the internal circulation system requirements in Section 2.3.1.)~~]
		Development of a site five acres or larger with frontage on a Core Transit Corridor or Urban Roadway	-All zoning districts -See additional exemptions in Subsection C of this section.

	2.2.5 Internal Circulation Routes: Sidewalks and Building Placement Requirements for Large Sites	Development of a site five acres or larger with frontage on a Suburban Roadway, Highway, or Hill Country Roadway	-All non-residential zoning districts -See additional exemptions in subsection C of this section.
	[~~2.2.6 Building Entryways~~]	[~~Core Transit Corridor~~]	[~~All zoning districts~~]
		[~~-Suburban Road~~ ~~-Internal Circulation Route~~ ~~-Highway~~ ~~-Hill Country Roadway~~ ~~-Urban Roadway~~]	[~~All non-residential zoning districts~~]
2.3: Connectivity Between Sites	[~~2.3.1. Internal Circulation Systems for Large Sites~~]	[~~- Core Transit Corridor~~ ~~-Urban Roadway~~]	[~~- All zoning districts (development of any site five acres or larger)~~ ~~- See additional exemptions in 2.3.1.B.~~]
		[~~- Suburban Roadway~~ ~~-Highway~~ ~~-Hill Country Roadway~~]	[~~- All non-residential zoning districts (development of any site five acres or larger)~~ ~~- See additional exemptions in 2.3.1.B.~~]
	2.3.1 [~~2.3.2.~~] Improvements to Encourage Pedestrian, Bicycle, and Vehicular	All roadway types	- Projects with a net site area of three acres or more in all non-residential zoning districts

	Connectivity		- Projects with a net site area of less than three acres that have parking between the building and the principal street in all zoning districts
2.4: <u>Building Entryways</u> [~~Parking Reductions~~]	All standards	[~~All roadway types~~] <u>Core Transit Corridor</u>	[~~All non-residential zoning districts~~] <u>All zoning districts</u>
		-<u>Urban Roadway</u> -<u>Suburban Roadway</u> -<u>Internal Circulation Route</u> -<u>Highway</u> -<u>Hill Country Roadway</u>	<u>All non-residential zoning districts</u>
2.5: Exterior Lighting	All standards	All roadway types	All zoning districts
2.6: Screening of Equipment and Utilities	All standards	All roadway types	- All non-residential zoning districts - The following uses are exempt, in addition to the general exemptions of Section <u>1.2.4.</u>[~~1.2.3.~~]: local utilities services use, electric service transformers within the right-of-way, telecommunication tower
2.7: Private Common Open Space	All standards	All roadway types	All site plans <u>two</u> [~~five~~] acres in size or larger, <u>and all multifamily and</u>

and Pedestrian Amenities			condominium uses except as provided in 25-2-776 and 25-2-780 of the LDC.
2.8 Shade and Shelter	All standards	All roadway types	-Development of any non-residential land use except for congregate care facilities zoned MF for which the principal street is not a Core Transit Corridor -This section applies to any building frontage. Building facades facing loading areas, rear service areas, or facades adjoining other buildings (attached to more than 50 percent of the sidewall) are exempt.
ARTICLE 3: BUILDING DESIGN STANDARDS			
3.2: [~~Pedestrian Frontages~~] Glazing and Façade Relief Requirements	All standards	All roadway types	- Development of any non-residential land use, except for congregate care facilities zoned MF for which the principal street is not a Core Transit Corridor - Religious Assembly use shall be exempt from glazing requirements. [~~- Section applies to any publicly visible building frontage. Building facades facing loading~~

			~~areas, rear service areas, or facades adjoining other buildings (attached to more than 50 percent of the sidewall) are exempt.~~]
3.3: Options to Improve Building Design	All standards	All roadway types	- Development of any commercial use of 1 0,000 square feet or more that requires a building permit - Development of any commercial use of less than 10,000 square feet that contains any exterior trademarked design features - Any building zoned for industrial use or warehouse use at the point its use is converted to commercial - VMU buildings with external trademarked design features (not including signs) - Office development is exempt from this section
ARTICLE 4: MIXED USE			
4.3: Vertical Mixed Use Building	All standards	Core Transit Corridor, Future Core Transit Corridor	- Mixed Use Combining District - Vertical Mixed Use Overlay District - Properties that opt in to VMU pursuant to

			4.3.5.C.3.
		Highway, Hill Country Roadway, Suburban Roadway, or Urban Roadway	- Mixed Use Combining District - Sites of three acres or more, subject to 4.3.2.B. - Properties that opt in to VMU pursuant to 4.3.5.C.3.

1.2.2. Full Compliance [~~**New Construction, Redevelopment, and Major Rehabilitation**~~]. Unless exempted in Section 1.2.3.[~~,~~] (*Partial Compliance*) or Section 1.2.4 (*Exemptions*), [~~if a particular standard of this Subchapter is applicable to development on a particular site based upon the table above, then that standard shall be applicable to~~] the following activity is subject to full compliance with this Subchapter:

A. New construction on previously undeveloped land; and

B. New construction or site development where the Director determines that all buildings on the site have been or will be demolished. [~~Redevelopment or major rehabilitation (for redevelopment or major rehabilitation, the Director shall determine the portion of the site to which the standard applies, based on the extent of change proposed), which for purposes of this Subchapter shall include any project that will, combined with all other redevelopment or rehabilitation of the site that has occurred since the effective date of this Subchapter:~~]

[~~1. For sites of less than one acre, generate 1,000 vehicle trips or more per day above the estimated trip level on the effective date of this Subchapter, and for sites of one acre or more, generate 2,000 vehicle trips or more per day above the estimated trip level on the effective date of this Subchapter; or~~]

[~~2. Increase the site's impervious cover by 25 percent or more beyond the amount of impervious cover existing on the effective date of this Subchapter.~~]

1.2.3 Partial Compliance

For a project that is not subject to Sections 1.2.2 (*Full Compliance*) or 1.2.4 (*Exemptions*), the Director shall determine which standards of this Subchapter apply to the project or a portion of the project in accordance with the following requirements:

A. A new building, or building addition as defined by the adopted Existing Building Code must comply with:

1. Article 2 unless compliance cannot be achieved due to:

   a. The location of existing buildings or other improvements retained on the site;

   b. The size or nature of the proposed building limits placement on the site;

   c. Topography, protected trees, or critical environmental features; or

   d. The location of water quality or detention facilities.

   e. A waiver from the requirements of Article 2 shall be to the minimum extent required based on the criteria of this subsection; and

2. Article 3.

B. A remodeled building or façade must comply with:

1. Section 2.5 (Exterior Lighting); and

2. Article 3 where the remodeled building is considered a "Level 3" Alteration or Addition as defined by the adopted Existing Building Code such that the work area exceeds 50% of the aggregate area of the building and the principal street façade.

1.2.4. [~~1.2.3.~~] Exemptions.

A. **General Exemptions.** Except as otherwise provided in this Subchapter, the [~~The~~] following types of development are exempt from the requirements of this Subchapter:

1. Development that does not require a site plan under Chapter 25-5, except that Section 2.5 (*Exterior Lighting*) shall apply;

2. Development in the following zoning districts:

   a. Agricultural (AG) district;

   b. Aviation (AV) district; and

   c. Traditional neighborhood (TN) district;

3. Development built pursuant to the overlay district provisions of the University Neighborhood Overlay [~~university neighborhood overlay~~] (UNO) district;

[~~4. Development built pursuant to an adopted transit station area plan;~~]

4. [~~5.~~] Development built pursuant to the Robert Mueller Municipal Airport Redevelopment Plan;

[~~6. Development built pursuant to an adopted downtown plan;~~]

5. [~~7.~~] Development of an industrial use or [~~data center~~] unmanned communication services, construction sales and service, drop-off recycling collection facility, equipment repair or scrap and salvage services use that is not located on a Core Transit Corridor; [~~and~~]

6. [~~8.~~] Interior remodeling of a building;

7. Development for which public access is prohibited due to health, safety and welfare reasons;

8. Development of a warehouse if less than 25% of the gross floor area is used for a non-industrial use;

9. [~~Development build pursuant to the regulating plan for the North Burnet/Gateway (NBG) district.~~] Sidewalk, shared use and urban trail projects managed by the City of Austin and processed under the City's General Permit program which are undertaken for the purpose of bringing existing facilities into compliance with the Americans With Disabilities Act; and

10. Development built pursuant to any of the following adopted regulating plans;

a. Transit-Oriented District Station Area Plan;

b. North Burnet/Gateway (NBG) District;

c. East Riverside Corridor;

d. Waller Creek District;

e. Downtown Austin Plan; or

f. Airport Boulevard Corridor Plan

[~~B.~~ ~~**Exemption for Restaurant or Service Station Redevelopment.** In the case of the redevelopment of a pad site building in which the existing principal use is a restaurant or service station and the proposed new principal use will continue to be a restaurant or service station operated by the same owner/family, corporation, or buyer, the owner/family, corporation, or buyer may rebuild the building to match its existing site configuration, even though that configuration may not fully comply with the building location standards of this Subchapter. In such cases, new sidewalks must be provided that comply with the sidewalk (but not the building location) requirements of Section 2.2 of this Subchapter unless compliance is impracticable due to site constraints, in the determination of the Director. In addition, the rebuilt building must comply with the standards in Article 3, *Building Design Standards*, of this Subchapter, and also Subchapter G, *Landscape Regulations*, and Chapter 25-10, *Signs*.~~]

[~~C.~~ ~~**Exemption for Downtown Sidewalks.** Development on all streets in the downtown area is exempt from the sidewalk and supplemental zone standards of Section 2.2. of this Subchapter, and instead is encouraged to comply with the sidewalk standards of the Great Streets Development Program. Development on all streets in the downtown area is subject to all other applicable provisions of this Subchapter except the sidewalk standards.~~]

[~~D.~~ ~~**Exemption for Small Interior Lots.** Development on interior lots with 65 feet or less of frontage on the principal street and with vehicular access only from the principal street is exempt from the building location requirements of Sections 2.2.2. and 2.2.3. of this Subchapter.~~]

1.2.5. [~~1.2.4.~~] Conflicting Provisions.

A. If the provisions of this Subchapter are inconsistent with provisions found in other adopted codes, ordinances, or regulations of the City of Austin not listed in subsection B. below, this Subchapter shall control unless otherwise expressly provided.

B. The following provisions supersede the requirements of this Subchapter to the extent of conflict:

1. The following provisions of Chapter 25-2:

   a. Subchapter C, Article 3 (*Additional Requirements for Certain Districts*);

   b. Subchapter C, Article 4 (*Additional Requirements for Certain Uses*);

   c. Subchapter C, Article 10 (*Compatibility Standards*);

   d. Provisions applicable to the Hill Country Roadways; and

2. Regulations applicable to a:

   a. Barton Springs Zone overlay district;

   b. Conditional overlay (CO) combining district;

   c. Central urban redevelopment (CURE) combining district;

   d. Neighborhood conservation (NC) combining district;

   e. Neighborhood plan (NP) combining district;

   f. Planned development area (PDA) combining district;

   g. Planned unit development (PUD) district; or

   h. Waterfront overlay (WO) district.[~~; or~~]

   [~~i. North Burnet / Gateway overlay (NB/GO) district.~~]

1.2.6. [~~1.2.5.~~] Accessibility. Accessibility, integration and inclusion of people with disabilities are fundamental components of our vision for the future of the

City of Austin. This Subchapter is not intended to supersede any applicable state or federal accessibility statutes and regulations. Administration and enforcement of this Subchapter shall comply with all such statutes and regulations.

All pedestrian routes constructed within the public right-of-way shall be constructed so as to provide legally accessible transitions to pedestrian routes on adjacent properties.

1.2.7. [~~**1.2.6.**~~] **State and Federal Facilities.** Compliance with the standards of this Subchapter at all state and federal facilities is encouraged.

§ 1.3. REVIEW PROCESS.

1.3.1. Standards Applicable During Site Plan Review. The standards contained in the following sections of this Subchapter shall be applied in the normal review process for site plans as set forth in Chapter 25-5 of the Austin Code:

A. Section 2.2, *Relationship of Buildings to Streets and Walkways*,

B. Section 2.3, *Connectivity Between Sites*,

C. Section 2.4, *Building Entryways* [~~*Parking*~~],

D. Section 2.5, *Exterior Lighting* [~~(for fixtures not affixed to buildings)~~],

E. Section 2.6, *Screening of Equipment and Utilities* [~~(for fixtures not affixed to buildings)~~],

F. Section 2.7, *Private Common Open Space and Pedestrian Amenities*, [~~and~~]

G. Section 2.8, *Shade and Shelter*, and

H. [~~G.~~] Article 4, Mixed Use.

In addition to meeting the review criteria specified in Chapter 25-5, each site plan application shall evidence compliance with the standards listed above.

1.3.2. Standards Applicable During Building Permit Review. The standards contained in the following sections of this Subchapter shall be applied in the normal review process for building permits as set forth in Chapter 25-11 of the Land Development [~~Austin~~] Code:

A. Section 2.5, *Exterior Lighting* [~~(for fixtures affixed to buildings)~~],

B. Section 2.6, *Screening of Equipment and Utilities* [~~(for fixtures affixed to buildings)~~], and,

C. Article 3, *Building Design Standards.*

In addition to meeting the review criteria specified in Chapter 25-11, each building permit application shall evidence compliance with the standards listed above.

§ 1.4. MINOR MODIFICATIONS.

1.4.1. Purpose and Scope. "Minor modifications" are small deviations from otherwise applicable standards of this Subchapter that may be approved by the Director in order to protect natural or historic features or to address unusual site conditions. Minor modifications are to be used when the limited nature of the modification requested, and the unlikelihood of any adverse effects on nearby properties or the neighborhood, make it unnecessary to complete a formal variance process.

1.4.2. Applicability. The Director may approve minor modifications of any numeric development standard in this Subchapter up to a maximum of ten percent (or up to a maximum of 20 percent to protect an existing natural site feature), provided that the applicable criteria in Section 1.4.4 (*Approval Criteria*) are met.

<u>For a Heritage Tree, the Director may approve modification of any numeric development standard in this Subchapter to the minimum extent required to preserve the Heritage Tree.</u>

A modified development standard is calculated by applying the percentage of modification allowed by the Director to the numeric requirement that would otherwise apply if the development standard was not modified. For example, if a building facade is required to have 40% glazing, which would equal 400 square feet glazing on a 1000-square foot facade, then a 10% minor modification would decrease the amount of required glazing by 40 square feet for a total of 360 square feet of required glazing. The minor modification process may be used only to authorize a less restrictive standard and may not be used to impose a standard on the subject property than is higher than otherwise provided in this Subchapter. In no circumstance shall the Director approve a minor modification that results in:

A. An increase in overall project intensity, density, or impervious cover;

B. A change in permitted uses or mix of uses;

C. A change in the requirements of any of the following provisions:

1. Subchapter C, Article 3 (*Additional Requirements for Certain Districts*);

2. Subchapter C, Article 4 (*Additional Requirements for Certain Uses*);

3. Subchapter C, Article 10 (*Compatibility Standards*); or

D. A change in conditions attached to a subdivision plan, site plan, special use permit, or restrictive covenant approved by the City.

1.4.3. Procedure. The Director may initiate or approve a minor modification allowed under this section at any time prior to submittal of the staff report on the application to another decision-making body or prior to final decision if the Director is the final decision-maker. The Director shall specify any approved minor modifications and the justifications for such modifications on the pending development application for which the modifications were sought.

1.4.4. Approval Criteria. The Director may approve a minor modification from the terms of this Subchapter only upon finding that the modification meets all of the criteria below:

A. The requested modification is in general conformity with the stated purposes of this Subchapter;

B. The requested modification meets all other applicable zoning, building, drainage, water quality, and safety code requirements;

C. The requested modification will have no significant adverse impact on the health, safety, or general welfare of surrounding property owners or the general public, or such impacts will be substantially mitigated; and

D. The requested modification is necessary to compensate for some practical difficulty or some unusual aspect of the site of the proposed development not shared by landowners in general.

§ 1.5. ALTERNATIVE EQUIVALENT COMPLIANCE.

1.5.1. Purpose and Scope. To encourage creative and original design, and to accommodate projects where the particular site conditions or the proposed use prevent strict compliance with this Subchapter, alternative equivalent compliance allows development to occur in a manner that meets the intent of this Subchapter,

yet through an alternative design that does not strictly adhere to the Subchapter's standards. The procedure is not a general waiver of regulations. Alternative equivalent compliance shall not be used when the desired departure from the standards of this Subchapter could be achieved using the minor modification process in Section 1.4.

1.5.2. Applicability. The alternative equivalent compliance procedure shall be available only for the following sections of this Subchapter:

A. Section 2.2, *Relationship of Buildings to Streets and Walkways*;

B. Section 2.3, *Connectivity* *Between Sites*;

C. Section 2.5, *Exterior Lighting*

D. [~~C.~~] Section 2.7, *Private Common Open Space and Pedestrian Amenities*; [~~and~~]

E. Section 2.8, *Shade and Shelter*; and

F [~~D.~~] Article 3, *Building Design Standards*.

1.5.3. Procedure. The applicant may select at his or her discretion whether to seek an informal recommendation or a formal approval on a proposal for alternative compliance.

A. **Option One: Informal Recommendation.**

1. **Pre-Application Conference Required.** If an applicant desires only an informal response and recommendation as to a proposal for alternative compliance, he or she shall request and attend a pre-application conference prior to submitting the site plan and/or building permit application for the development. At the conference, the applicant shall provide a written summary of the project and the proposed alternative compliance, and the Director shall offer an informal, non-binding response and recommendation regarding the appropriateness of the proposed alternative. Based on that response, the applicant may prepare a site plan and/or building permit application that proposes alternative compliance, and such application shall include sufficient explanation and justification, in both written and graphic form, for the alternative compliance requested.

2. **Decision-Making Responsibility.** Final approval of any alternative compliance proposed under this section shall be the responsibility of the decision- making body responsible for deciding upon the application. The

final decision-making body for site plans is either the Director or the appropriate Land Use Commission, as specified in Chapter 25-5, and the building official for building permits.

3. **Decision by Director.** If an Alternative Equivalent Compliance proposal is submitted under this subsection the Director shall review the concept plan for compliance with the criteria in Section 1.5.4. and shall approve, approve with conditions, or deny the concept plan in writing.

B. **Option Two: Formal Decision.**

1. **Pre-Application Conference.** If an applicant desires formal approval of a proposal for alternative compliance, he or she shall request and attend a pre- application conference prior to submitting the site plan and/or building permit application for the development.

2. **Alternative Compliance Concept Plan Required.** At least ten days prior to the pre-application conference, the applicant shall submit an alternative compliance concept plan application to the Director, which shall include:

a. A written description of and justification for the proposed alternative method of compliance, specifically addressing the criteria in Section 1.5.4.; and

b. A concept plan that describes and illustrates, in written and graphic format, the intended locations and quantities of proposed buildings on the site, the layout of proposed vehicle and pedestrian access and circulation systems, and areas designated to meet requirements for open space, parking, on-site amenities, utilities, and landscape. The concept plan shall describe the site's topography and shall provide a general description of environmental characteristics to assist in determining compliance with this Subchapter. If alternative compliance is requested from the standards of Article 3, *Building Design*, the concept plan also shall include descriptions and illustrations of the proposed building design elements that would not comply with the standards of this Subchapter.

3. **Decision by Director.** If an Alternative Equivalent Compliance proposal is submitted under this subsection the [~~The~~] Director shall review the concept plan for compliance with the criteria in Section 1.5.4. and shall approve, approve with conditions, or deny the concept plan in writing.

4. **Expiration of Alternative Compliance Concept Plans.**

a. An approved alternative compliance concept plan shall expire if three years pass following its approval and no building permit that implements the concept plan has been issued.

b. One, one-year extension may be issued by the Director provided that a written request has been received prior to the expiration of the concept plan, and the Director has determined that no major changes in the city's development standards, or changes in the development pattern of the surrounding properties, have occurred.

5. **Effect of Approval.** Written approval of an alternative compliance concept plan does not authorize any development activity, but rather authorizes the applicant to prepare a site plan and/or building permit application that incorporates the approved alternative compliance, and authorizes the decision-making body (either the Land Use Commission or the Director for site plans, and the building official for building permits) to review the site plan and/or building permit application for compliance with the alternative compliance concept plan, in addition to all other applicable requirements. The site plan and/or building permit application shall include a copy of the approved alternative compliance concept plan.

6. **Amendments to Alternative Compliance Concept Plans.**

a. Minor amendments to any approved alternative compliance concept plan may be approved, approved with conditions, or denied administratively by the Director. For purposes of this provision, minor amendments are those that do not result in:

(i) An increase of 10 percent or more in the amount of square footage of a land use or structure;

(ii) A change in the types of uses in the project;

(iii) An increase or decrease of 20 percent or more in the number of dwelling units in the project; or

(iv) A change that would bring the project out of compliance with any requirement or regulation set forth in the City Code outside this Subchapter unless a variance to or waiver from such requirement or regulation is obtained.

b. Amendments that are not determined by the Director to be minor amendments under subsection a. above shall be deemed major amendments. The applicant may seek approval of a major amendment by re-submitting the original approved plan along with the proposed amendment to the Director for review in the same manner prescribed in subsection B.2. above.

c. If any site plan and/or building permit application includes a major amendment from the terms of the approved concept plan that has not been approved by the Director, the concept plan shall be void and the application shall be reviewed for compliance with the standards of this Subchapter and all other applicable requirements.

1.5.4. Criteria. Alternative equivalent compliance may be approved only if the applicant demonstrates that the following criteria have been met:

A. The proposed alternative achieves the intent of the subject Article of this Subchapter from which the alternative is sought; or

B. The proposed alternative achieves the intent of the subject Article of this Subchapter from which the alternative is sought to the maximum extent practicable and is necessary because:

1. Physical characteristics unique to the subject site (such as, but not limited to, slopes, size, shape, and vegetation) make strict compliance with the subject standard impracticable or unreasonable; [~~or~~]

2. Physical design characteristics unique to the proposed use or type of use make strict compliance with the subject standard impracticable or unreasonable[~~.~~] ; or

3. An undue financial hardship would be created for a development less than 10,000 square feet without any exterior trademark design feature.

1.5.5. Effect of Approval. Alternative compliance shall apply only to the specific site for which it is requested and shall not establish a precedent for approval of other requests.

§ 1.6. ADOPTION DATE AND EFFECTIVE DATE.

The adoption date of this Subchapter is August 31, 2006. The effective date of this Subchapter is January 13, 2007.

PART 2. Article 2 of City Code Chapter 25-2, Subchapter E is amended to read as follows:

ARTICLE 2: SITE DEVELOPMENT STANDARDS.

§ 2.1. INTENT.

The standards of Article 2 are intended to use site planning and building orientation in order to:

2.1.1. Ensure that buildings relate appropriately to surrounding developments and streets and create a cohesive visual identity and attractive street scene;

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

2.1.3. 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;

2.1.4. Ensure that trees, sidewalks, and buildings – three of the 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;

2.1.5. Ensure that trees or man-made shading devices are used to create a [~~pedestrian- friendly~~] pedestrian- and bicycle-friendly environment both alongside roadways and connecting roadside sidewalks to businesses;

2.1.6. 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;

2.1.7. Ensure that building entranceways are convenient to and easily accessible from the roadside pedestrian and bicycle system;

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

2.1.9 Ensure that [~~vehicular~~] motor vehicle and bicycle 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 that encourages bicycle use by locating bicycle parking in a visible area; and

2.1.10 Ensure that large sites are developed in a manner that supports and encourages connectivity and creates a cohesive visual identity and attractive street scene.

§ 2.2. RELATIONSHIP OF BUILDINGS TO STREETS AND WALKWAYS.

2.2.1. Overview of Roadway Types.

A. Purpose. In this Subchapter, roadway types are used as an organizing tool for certain development standards. In this Section 2.2., sidewalk, building placement, and streetscape standards and building entryway location are determined by the roadway type that is adjacent to the site. The following five roadway types are listed from highest to lowest priority for purposes of this Subchapter (See Figures 3-5):

1. Core Transit Corridor;
2. Internal Circulation Route;
3. Urban Roadway;
4. Suburban Roadway; and
5. Highway or Hill Country Roadway.

B. Applicability. The roadway with the highest level of priority adjacent to the lot or site is considered the "principal street" for purposes of this Subchapter. For a lot or site that is adjacent to more than one roadway of equal priority, the development shall be subject to the standards associated with the roadway with the highest level of transit service, as determined by the Director, or if the roadways do not have transit service or the level of transit service is equal, the roadway designated by the lot owner.

For large sites subject to Section 2.2.5. [~~2.3.1~~] or for sites abutting more than one roadway type, the Sidewalk and Supplemental Zone requirements (but not the Building Placement and Parking requirements) shall apply along all abutting streets or Internal Circulation Route frontages, with the applicable requirements determined by the roadway type.

2.2.2. Core Transit Corridors: Sidewalks and Building Placement.

A. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following
2.2.2: Core Transit Corridors: Sidewalks and Building Placement	Core Transit Corridor	-All zoning districts -Single-family residential uses are exempt, in addition to the general exemptions in Section 1.2.4 [~~1.2.3.~~]

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

Click here for Figure 4: Example of an Internal Circulation Route (Midtown Commons [~~Jefferson Center~~])

Click here for Figure 5: Example of Highway (I-35)

B. Sidewalks. In order to create an environment that is supportive of pedestrian and transit mobility, public sidewalks shall be located along both sides of all Core Transit Corridors in accordance with the requirements of this section. Compliance with this section is required for all sites with frontage along a Core Transit Corridor regardless of principal street designation or building placement requirements, but a development located on one side of a street or right- of-way is not required to provide sidewalks on the opposite side of the street or right-of-way. A development that complies with the Great Streets standards adopted by Resolution No. 040205-14, as now or hereafter amended, is exempt from the requirements of this section and may seek any reimbursements available under the Great Streets Development program.

For development that is subject to the requirements of this section, no sidewalk shall be less than 15 feet in width, unless otherwise approved as part of the [~~site plan review~~] Alternative Equivalent Compliance process. The 15-foot minimum requirement shall apply regardless of the available right- of-way. Where required, the sidewalk shall extend onto private property to fulfill the 15-foot minimum requirement, with a sidewalk easement provided.

Sidewalks shall consist of two zones: a planting zone located adjacent to the curb, and a clear zone. (See Figures 6 – 9 [~~8~~].) The following standards shall apply to these zones:

Click here for Figure 6: <u>Core transit corridor sidewalk requirements. Street trees are required along core transit corridors with an average spacing not greater than 30 feet on center.</u> [~~Street tree/furniture zone example~~]

Click here for Figure 7: <u>Core transit corridor with underground utilities</u> [~~Clear Zone example~~]

Click here for Figure 8: Core transit corridor with overhead utility zone [~~Core transit corridor sidewalk requirements. Street trees are required along core transit corridors with an average spacing not greater than 30 feet on center.~~]

Click here for Figure 9: <u>Core transit corridor with overhead utility zone at curb.</u>

1. Planting Zone.

   a. The planting zone shall have a minimum width of eight feet (from face of curb) and shall be continuous and located adjacent to the curb.

   b. The zone shall be planted with street trees at an average spacing not greater than 30 feet on center. [~~, or up to 60 feet on center if parallel or head-in parking is provided pursuant to Section 2.2.2.B.5.~~] The director shall adopt a list of acceptable street trees for purposes of this section. The list shall emphasize shade trees; however, alternative trees may only be approved (pursuant to Section 2.2.2.B.3. below) where conflicts may arise because of overhead utility lines.

   c. In addition, the zone is 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.

2. Clear Zone. The clear zone shall be a minimum width of seven feet, shall be hardscaped, shall be located adjacent to the planting zone, and shall comply with ADA and Texas Accessibility Standards. The clear zone shall be unobstructed by any permanent or nonpermanent element for a minimum width of seven feet and a minimum height of eight feet. [~~(See Figures 6 – 11.)~~]

3. 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. [~~See Figure 9.~~]

[~~Click here for Figure 9: Core transit corridor with underground utilities.~~]

b. Where 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. This overhead utility zone shall be in addition to the minimum planting zone, clear zone, and supplemental zone (if provided). Options for street tree planting and sidewalk placement in combination with overhead utilities are illustrated in Figures 8 [~~10~~] and 9 [~~11~~].

[~~Click here for Figure 10: Core transit corridor with overhead utility zone.~~]

[~~Click here for Figure 11: Core transit corridor with overhead utility zone at curb.~~]

c. On lots with a depth of 120 feet or less and where electric utilities remain overhead and are located behind the curb, alternative trees from the list identified in Section 2.2.2.B.1.b. above may be used so that the trees can be located beneath, rather than offset from, the overhead electric utilities.

4. Alternative Requirements For Shallow Lots. On lots with a depth of 150 feet or less, the total sidewalk may be reduced to 12 feet, consisting of a seven-foot minimum planting zone and a five- foot clear zone.

5. [~~Alternative Requirements for On-Street Parallel and Head-in Parking.~~

~~a. A VMU development is entitled as a matter of right to parallel or head-in parking so long as such parking is provided in a cut-in inside of the existing curb line immediately abutting the development. (See Figure 12.) Council policy is to permit parallel or head-in parking along Core Transit Corridors as part of Council policy to promote pedestrian-oriented VMU development and greater density on these corridors.~~

~~Click here for figure 12: Optional parallel parking located inside of the existing curb line.~~

~~(i) A site plan proposal to include parallel or head-in parking under this provision may only be denied or modified through the following procedure:~~

~~(1) The Director of Public Works seeks a waiver of this Council policy for the VMU development in question; and~~

~~(2) The Urban Design Officer makes an af- firmative determination that the requested denial or modification of par-allel or head-in parking will not undermine Council policy for Core Transit Corridors; and~~

~~(3) The Director of Public Works presents this request for waiver of Council policy at a regularly called meeting of the Austin City Council within 45 days of the site plan being filed; and~~

~~(4) Council approves the Director's request for waiver.~~

~~(ii) If the affected property owner objects to the request for waiver of Council policy and sub-mits a written objection, an affirmative vote by a super-majority of the Council shall be required to approve the waiver.~~

~~(iii) If the Council does not act on the waiver request within 45 days of the site plan being filed, the site plan provisions relating to head-in or parallel parking shall be approved administratively.~~

~~b. For developments other than VMU developments, at the option of the applicant and subject to the approval of the Director of Public Works (based on administrative criteria that the Director shall present to the City Council at a regularly called Council meeting for Council approval no later than January 31, 2007), parallel or head-in parking may be provided in a cut-in inside of the existing curb line immediately abutting the development. The administrative criteria presented by the Director of Public Works for Council approval must demonstrate how this criteria meets Council policies for Core Transit Corridors, including promoting greater vertical mixed-use development and emphasizing the more pedestrian-oriented planning function of Core Transit Corridors.~~

~~c. If parking is provided to paragraphs a. or b. above, the sidewalk provisions of this section shall continue to apply, with both a clear zone and street tree/furniture zone placed adjacent to the curb at the inside of the parking spaces, and both zones meeting the requirements of subsections 1. and 2. above.~~]

C. Supplemental Zone (Optional). A supplemental zone may be provided at the option of the applicant between the street-facing facade line and the required clear zone. (See Figures 10-11 [~~13~~].) The following standards apply to supplemental zones:

[~~Click here for Figure 13: Core transit corridor with optional supplemental zone.~~]

1. If a supplemental zone is provided, up to 30 percent of the linear frontage of the supplemental zone may be a maximum of 30 feet wide, and

the remainder of the supplemental zone shall be a maximum of 20 feet wide. (See Figures 10-11 [~~14~~].)

[~~Click here for Figure 14: Optional supplemental zone may be expanded to 30 feet for a maximum of 30 percent of the frontage.~~]

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

2. [~~The following elements~~] Elements that support active public uses [~~may~~] can and should be located within the supplemental zone, including one or more of the following: [~~if they support active public uses:~~]

a. 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 12 [~~15~~].);

[~~Click here for Figure 15: Example of supplemental zone outdoor dining~~]

Click here for Figure 12: Example of supplemental zone with outdoor dining.

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

c. 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;

d. Landscape and water features;

e. Plazas; and

f. Incidental display and sales.

3. Other improvements that support active uses as approved by the Director.

4. [~~3.~~] Any features in the supplemental zone must not obstruct the open pedestrian connection between the building's primary entrance and the clear zone.

5. A Transit Plaza adjacent to a Capital Metro, MetroRapid Station.

D. Building Placement.

1. General Building Placement Standard. Notwithstanding the minimum setback requirements of the base zoning districts, at least 75 percent of the net frontage length of the property along the Core Transit Corridor must consist of continuous building facade built up to the clear zone, or the supplemental zone if one is provided. (See Figure 13 [~~16~~].) For purposes of this Subchapter, "net frontage length" is defined in Article 5. This minimum net frontage length requirement shall not apply if the site qualifies for one of the exceptions in this subsection[~~s~~] [~~2., 3., 4., or 5. below.~~]

[~~Click here for Figure 16: Examples of permitted building placement along core transit corridors. Parking is not permitted in the hatched area between the street facing façade and the sidewalk.~~]

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

[~~2. Exception: Sites of Five Acres or More. If the lot or site is at least five acres in size and thus subject to the connectivity requirements in Section 2.3.1. of this Subchapter, no minimum net frontage length is required along the Core Transit Corridor. Instead, buildings shall meet the building placement requirements along the Internal Circulation Route in Section 2.2.5. (See Figure 17.)~~]

[~~Click here for Figure 17: For sites of five acres or more, buildings may be located along the internal circulation route, instead of the core transit corridor.~~]

2. [~~3.~~] Exception: Civic Buildings. In order to provide greater flexibility to create a distinctive architectural statement, civic buildings, as defined in Article 5, do not have to be built up to the clear zone (or supplemental zone if one is provided), so long as parking is not located between the building frontage facing the principal street and the street. (See Figure 14 [~~18~~].)

[~~Click here for Figure 18: 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.~~]

Click here for 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.

3. [~~4.~~] Exception: Pad-site Building with Drive-In or Drive-Through. A lot or site containing a drive-in or drive-through building may include a circulation lane of up to 20 feet in width between the building and the curb if the site has only one point of access to a public roadway. The drive-in or drive-through building located behind the circulation lane need not be built up to the clear zone, but the circulation lane may not have parking and must contain an accessible and clearly marked walkway that crosses the circulation aisle and connects the clear zone to the building's principal entrance. (See Figure 15 [~~19~~].)

[~~Click here for Figure 19: Drive-through uses serviced by a single curbcut do not have to meet the building placement standards in order to allow for a circulation lane.~~]

Click here for 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.

4. [~~5.~~] Exception: Alternative Equivalent Compliance. If the applicant applies for a modification of this building placement standard through the alternative equivalent compliance procedure in Section 1.5 because there will not be enough building frontage to meet the 75 percent net frontage length requirement, the Director may approve an alternative design provided one of the following is met, in addition to the criteria in Section 1.5.4.:

a. On a site with a single principal building:

(i) The longer side of the building must be built up to the clear zone (or supplemental zone if provided) (See Figure 16 [~~20~~].), or

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

(ii) At least one side of the building must be built up to the clear zone (or supplemental zone if provided) and the majority of the tenant spaces must have principal entrances facing the principal street (See Figure 17 [~~21~~].).

[~~Click here for Figure 20 & Click here for Figure 21: Alternative building placement options.~~]

b. On a site with more than one principal building, at least one building must be built to the clear zone (or supplemental zone), and:

(i) The longer side of any building, any portion of which is within 100 feet of the principal street, must be built up to the clear zone (or supplemental zone if provided), or

(ii) At least one side of any building, any portion of which is within 100 feet of the principal street, must be built up to the clear zone (or supplemental zone if provided) and the majority of tenant spaces in any such building must have principal entrances facing the principal street.

5. Exemption for Restaurant or Service Station Redevelopment

The building placement standards in this subsection do not apply to the redevelopment of an existing pad site restaurant or service station use by the owner or buyer if:

a. the use proposed is a restaurant or service station;

b. the redevelopment occurs within the existing site configuration;

c. sidewalks are provided in compliance with this section.

6. Exception: Small Interior Lots

Development on interior lots with 65 feet or less of frontage on the principal street and with vehicular access only from the principal street is exempt from the building placement standards of this subsection.

E. Off-Street Parking.

1. Off-street parking is prohibited between the Core Transit Corridor and the corresponding street-facing facade line. (See Figure 18 [~~22~~].)

[~~Click here for Figure 22: 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.~~]

Click here for 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.

2. Any off-street surface parking along a Core Transit Corridor shall have landscape buffering in accord with Section 25-2-1006 of the LDC between

the clear zone (or the supplemental zone if provided) and the parking area. The buffering method chosen must include shade trees.

2.2.3. Urban Roadways: Sidewalks and Building Placement.

A. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following:
2.2.3: Urban Roadways: Sidewalks and Building Placement	Urban Roadway	All non-residential zoning districts

B. Sidewalks.

Public sidewalks shall be located along both sides of all Urban Roadways in accordance with the requirements of this section. Compliance with this section is required for all sites with frontage along an Urban Roadway regardless of principal street designation or building placement requirements, but a development located on one side of a street or right-of-way is not required to provide sidewalks on the opposite side of the street or right-of-way. A development that complies with the Great Streets standards adopted by Resolution No. 040205-14, as now or hereafter amended, is exempt from the requirements of this section and may seek any reimbursements available under the Great Streets Development program.

For development that is subject to the requirements of this section, sidewalks shall be no less than 12 feet in width, unless otherwise approved as part of the [~~site plan review~~] Alternative Equivalent Compliance process. (See Figure 19 [~~23~~].) The 12-foot minimum requirement shall apply regardless of the available right-of-way. Where required, the sidewalk shall extend onto private property to fulfill the 12-foot minimum requirement, with a sidewalk easement provided.

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

Sidewalks shall consist of two zones: a planting zone located adjacent to the curb, and a clear zone. The following standards apply:

[~~Click here for Figure 23: Urban roadway sidewalk width requirements. Note that street trees are optional on urban roadways.~~]

1. Planting Zone. The planting zone shall have a minimum width of seven feet and shall be continuous and located adjacent to the curb. In addition, the planting zone is 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.

2. Clear Zone. The clear zone shall be a minimum width of five feet, shall be hardscaped, shall be located adjacent to the [~~street tree/ furniture~~] planting zone, and shall comply with ADA and Texas Accessibility Standards. The clear zone shall be unobstructed for a minimum width of five feet and a minimum height of eight feet.

3. Utilities. The standards for utility placement along core transit corridors shall also apply to utility placement along urban roadways. See Section 2.2.2.B.3. (See Figures 20 – 22 [~~24 – 26~~].)

[~~Click here for Figure 24: Underground Utilities on Urban Roadway~~

~~Click here for Figure 25: Above-Ground Utilities at Curb on Urban Roadway~~

~~Click here for Figure 26: Above-Ground Utilities on Urban Roadway~~]

Click here for Figure 20: Underground utilities on an Urban Roadway.

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

Click here for Figure 22: Above ground utilities on an Urban Roadway.

C. Supplemental Zone (Optional). A supplemental zone may be provided, at the applicant's option, between the street-facing facade line and the required clear zone. If provided, the supplemental zone shall be a maximum of 20 feet wide and shall comply with the standards above in Section 2.2.2.C. (See Figure 23 [~~27~~].)

[~~Click here for Figure 27: Urban Roadway with optional supplemental zone.~~]

Click here for Figure 23: Urban Roadway with optional supplemental zone.

D. Building Placement.

1. Notwithstanding the minimum setback requirements of the base zoning districts, at least 40 percent of the net frontage length along the Urban Roadway must consist of continuous building facade built up to the clear zone (or supplemental zone if provided). (See Figure 24 [~~28~~].) Net frontage length is defined in Article 5. [~~However, if the lot is subject to the connectivity requirements in Section 2.3.1., buildings may be built up to the sidewalk on an internal block along an Internal Circulation Route. (See Figure 29.)~~]

[~~Click here for Figure 28: Examples of building placement on urban roadways. Parking is generally not permitted in the hatched area between the building façade and the sidewalk, except for shallow lots, as described in paragraph D.~~]

[~~Click here for Figure 29: For sites of five acres or more, buildings may be located along the ICR instead of the urban roadway.~~]

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

2. Exception: Pad-site Building with Drive-In or Drive-Through. A lot or site containing a drive-in or drive-through building may include a circulation lane of up to 20 feet in width between the building and the curb if the site has only one point of access to a public roadway. The drive-in or drive-through building located behind the circulation lane need not be built up to the clear zone, but the circulation lane may not have parking and must contain an accessible and clearly marked walkway that crosses the circulation aisle and connects to the clear zone to the building's principal entrance. (See Figure 15 [~~19~~].)

3. Exception: Alternative Equivalent Compliance. If the applicant applies for a modification of this building placement standard through the alternative equivalent compliance procedure in Section 1.5 because there will not be enough building frontage to meet the 40 percent net frontage length requirement, the Director may approve an alternative design provided one of the standards in Section 2.2.2.D.4. [~~2.2.2.D.5.~~] is met, in addition to the criteria in Section 1.5.4.

4. Exception: Restaurant or Service Station Redevelopment

The building placement standards in this subsection do not apply to the redevelopment of an existing pad site restaurant or service station use by the owner if:

a. the use proposed is a restaurant or service station;
b. the redevelopment occurs within the existing site configuration;
c. the sidewalks are provided in compliance with this section.

5. Exception: Small Interior Lots

Development on interior lots with 65 feet or less of frontage on the principal street and with vehicular access only from the principal street is exempt from the building placement standards of this subsection.

E. Parking. Parking is prohibited between the building(s) and the property line adjacent to the Urban Roadway. However, on sites 400 feet deep or less, parking may be located between the street-facing facade line and the Urban Roadway if:

1. At least 60 percent of the property's net frontage length along the Urban Roadway consists of continuous building facade (divided into no more than two buildings) (see Figure 25 [~~31~~]), or 40 percent of the net frontage length consists of continuous vertical mixed use building facade (divided into no more than two buildings), built up to the clear zone (or supplemental zone if provided); and

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

2. Any surface parking along an Urban Roadway shall have landscape buffering in accord with Section 25-2-1006 of the LDC between the clear zone (or the supplemental zone if provided) and the parking area; and

3. A [~~shaded~~] sidewalk, 4' minimum width, planted with trees at an average spacing not greater than 30' on center or 4' awning, leads to the main customer entrance from the clear zone (or supplemental zone if provided). No more than one drive aisle can cross the sidewalk. For multi-tenant developments, there must be a shaded sidewalk to the street-facing building facade at least every 330 feet of Urban Roadway frontage. (See Figure 26 [~~30~~].)

[~~Click here for Figure 30: Examples of shaded sidewalks.~~]

[~~Click here for Figure 31: Parking is permitted between the building and the roadway on shallow lots less than 400 feet deep, when certain conditions are met.~~]

Click here for Figure 26: Examples of shaded sidewalks.

F. Corner Sites. All sites located on a corner and adjacent to at least one Urban Roadway shall comply with the corner-site standards in Section 2.2.4.E.

2.2.4. Suburban Roadways: Sidewalks and Building Placement.

Standard	Applies if the Principal Street is:	Applies to the Following:
[~~Standard~~] 2.2.4: Suburban Roadways: Sidewalks and Building Placement	Suburban Roadway	All non-residential zoning districts (development of any site subject to the internal circulation system requirements in Section 2.2.5. [~~2.3.1.~~]

B. Sidewalks. Public sidewalks shall be located along both sides of all Suburban Roadways in accordance with the requirements of this section. Compliance with this section is required for all sites with frontage along an Suburban Roadway regardless of principal street designation or building placement requirements, but a development located on one side of a street or right-of-way is not required to provide sidewalks on the opposite side of the street or right-of-way. Sidewalks and supplemental zones shall comply with the standards for sidewalks along Urban Roadways in Section 2.2.3. above.

C. Building Placement.

1. On Suburban Roadways, parking is discouraged between the building and the street. (See Figure 27 [~~32~~].) If the property meets the building placement requirements for Urban Roadways as set forth in Section 2.2.3.D. above and no parking is located between the principal street and any street-facing building elevation, the project is exempt from the connectivity requirements in Section 2.3.1.

[~~Click here for Figure 32: Parking is discouraged between the building and the street on Suburban Roadways.~~]

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

2. Exception: Pad-site Building with Drive-In or Drive-Through. A lot or site containing a drive-in or drive-through building may include a circulation lane of up to 20 feet in width between the building and the curb if the site has only one point of access to a public roadway. The drive-in or drive-through building located behind the circulation lane need not be built up to the clear zone, but the circulation lane may not have parking and must contain an accessible and clearly marked walkway that crosses the circulation aisle and connects the clear zone to the building's principal entrance. (See Figure 15 [~~19~~].)

D. Parking. Parking along the street frontage must have:

1. Landscape buffering in accordance [~~accord~~] with Section 25-2-1006 of the LDC; and

2. A [~~shaded~~] sidewalk, planted with trees at an average spacing not greater than 30' on center, leading to the main customer entrance from the property line. No more than two drive aisles may cross the sidewalk. For multi-tenant developments, there must be a shaded sidewalk for at least every 330 feet of frontage along the suburban roadway frontage.

E. Corner Sites. For sites located on a corner on Suburban Roadways:

Click here for Figure 28: Corner Site on a Suburban Roadway (shown as "principal street")

1. Surface parking is prohibited within the rectangular area formed by the setback lines as measured 100 feet back from the curb line corners (or the intersection of the curb line tangents). [~~100 feet of the corner~~], unless (See Figure 28 [~~33~~].):

[~~Click here for Figure 33: Corner site on a Suburban Roadway (shown as "principal street")~~]

a. Landscape buffering between the parking area and the sidewalk is provided in accordance [~~accord~~] with Section 25-2-1006 of the LDC [~~(See Figure 34.)~~]; and

[~~Click here for Figure 34: Required screening when parking is located near suburban roadway corners~~]

b. One hundred percent of the building frontage that faces the principal street shall be built to the clear zone (or supplemental zone if provided).

2. The development may not contain an auto-oriented use unless it meets option a. or b. in 2.2.4.E.1. above. For purposes of this provision, auto-oriented uses shall consist of the following: any use with a drive-through service facility; automotive rentals; automotive repair services; automotive sales; automotive washing; commercial off-street parking; equipment sales; off-site accessory parking; service station; and vehicle storage.

2.2.5. Internal Circulation Routes: Sidewalks and Building Placement.Requirements for Large Sites

A. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following:
[~~2.2.5. Internal Circulation Routes: Sidewalks and Building Placement~~] 2.2.5: Internal Circulation Routes: Sidewalks and Building Placement Requirements for Large Sites	[~~Internal Circulation Route~~] Development of a site five acres or larger with frontage on a Core Transit Corridor or Urban Roadway	[~~All non-residential zoning districts~~] - All zoning districts - See additional exemptions in Subsection C of this section.
	Development of a site five acres or larger with frontage on a Suburban Roadway, Highway, or Hill Country Roadway	- All non-residential zoning districts - See additional exemptions in subsection C and I of this section

B. Internal Circulation Route.

An Internal Circulation Route that establishes blocks and forms an interconnected, grid-like transportation system must be provided for development subject to this section (See Figure 29.) An Internal Circulation Route must comply with the requirements of this subsection and should provide a safe and enjoyable walking environment overlooked by buildings that offer natural surveillance and contact from their occupants/users.

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

C. Block Standards.

1. Maximum Block Size

Unless exempted by this subsection, a site shall be divided into internal blocks no larger than 5 acres. The maximum length of any block face, as measured from intersection to intersection, shall be 800 feet.

2. Exemptions from Maximum Block Size

a. Sites Over 15 Acres

On sites 15 acres or larger, the site may contain one block with a maximum area of 10 acres for each 30 acres (i.e., one 10-acre block on a site of between 15 to 30 acres, two 10 acre blocks on a site of between 30 to 60 acres, etc.). The maximum length of any block face, as measured from intersection to intersection shall be 800 feet.

b. Office Sites in Drinking Water Protection Zone or Water Supply Watershed

The maximum block length standard does not apply to any site in the Drinking Water Protection Zone or a Water Supply Watershed designated as a neighborhood office (NO), limited office (LO), or general office (GO) district.

c. Sites on a Hill Country Roadway

Compliance with this Subsection is not required for the block front adjacent to a Hill Country Roadway to be divided in a manner inconsistent with Chapter 25-6, Article 6, Division 2 (Access to Hill Country Roadways) or state highway access spacing requirements.

3. Subdivision of Internal Blocks

Internal blocks abutting Internal Circulation Routes 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 Internal Circulation Routes are equivalent to a public street in terms of utilities, pavement design, and

vehicle access requirements. For the purpose of compliance with setback and minimum lot frontage requirements, an Internal Circulation Route is considered equivalent to a public street.

D. Project Circulation Plan

1. Plan Requirements

a. A Project Circulation Plan depicting Internal Circulation Routes required by this section must be submitted with a site plan application for an area of 5 acres or larger.

b. The Project Circulation Plan must demonstrate that the project:

(i) meets the applicable requirements of this section and Section 2.3 (Connectivity) of this Subchapter;

(ii) integrates with existing and planned streets, bicycle and pedestrian facilities, and trails in the surrounding area; and

(iii) is consistent with area mobility goals, as contained in the Transportation Plan or an approved collector plan.

2. Director Approval

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

b. 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 infeasible.

E. [~~B.~~] Sidewalks.

1. Sidewalk Requirements

a. Publicly accessible sidewalks shall be provided along both sides of all Internal Circulation Routes (whether built as public streets or as private drives) unless:[~~.~~]

(i) no buildable area exists on one side.

b. [~~1.~~] On portions of the [~~street~~] Internal Circulation Route with building frontage [~~meeting the requirements of subsection C. below,~~] the sidewalks and supplemental zones shall:

(i) comply with the applicable standards for Urban Roadways, as provided in Section 2.2.3. (Urban Roadways: Sidewalk and Building Placement), and,

(ii) The planting zone shall be planted with street trees at an average spacing not greater than 30 feet on center[~~, or up to 60 feet on center with approval of the Director if parallel or head-in parking is provided pursuant to Section 2.2.2.B.5.~~] (See Figure 30 [~~35~~].)

[~~Click here for Figure 35: Required sidewalks on Internal Circulation Routes~~]

c. [~~2.~~] On portions of the [~~street~~] Internal Circulation Route that do not contain building frontage [~~meeting the requirements of subsection C. below,~~] a five-foot unobstructed sidewalk shall be provided, all of which shall be located within 12 feet of the curb. (See Figure 30).

Click here for Figure 30: Required sidewalks on Internal Circulation Routes.

2. Impervious Cover Credit

a. A project subject to the requirements of this section that is located outside the Barton Springs Zone may exceed watershed impervious cover limits by up to five percent if the excess impervious cover is attributable to sidewalks.

b. Sidewalks or curbs that cause a project to exceed watershed impervious cover limits as allowed under this subsection may not exceed 15 feet in width and must be treated in accordance with current water quality standards and constructed with porous concrete or other materials approved by the Director under Section 2.2.2. (*Core Transit Corridors: Sidewalks and Building Placement*).

F. [~~C.~~] Building Placement.

1. Orientation of Building Frontage

Except as otherwise provided in this Section each building must be oriented along either an Internal Circulation Route or the adjacent public roadway of the highest priority. Each building must meet the building placement standards of the roadway to which it is oriented.

2. Building Placement Along an Internal Circulation Route

The following standards apply where required building frontage is provided along an Internal Circulation Route:

a. [~~1.~~] On a site with a single principal building:

(i) [~~a.~~] The longer side of the building must be built up to the clear zone (or supplemental zone if provided), or

(ii) [~~b.~~] At least one side of the building must be built up to the clear zone (or supplemental zone if provided) and the majority of the tenant spaces must have principal entrances facing the Internal Circulation Route.

b. [~~2.~~] On a site with more than one principal building:

(i) [~~a.~~] The longer side of any building, any portion of which is within 100 feet of the Internal Circulation Route, must be built up to the clear zone (or supplemental zone if provided), or

(ii) [~~b.~~] At least one side of any building, any portion of which is within 100 feet of the Internal Circulation Route, must be built up to the clear zone (or supplemental zone if provided) and the majority of tenant spaces in any such building must have principal entrances facing the Internal Circulation Route.

G. [~~D.~~] Parking.

1. Off-street parking is prohibited between the Internal Circulation Route and the corresponding street-facing facade line.

2. On-street parallel [~~parking~~], head-in [~~parking, and~~] angle [~~parking~~], and reverse angle parking are allowed on an Internal Circulation Route, subject to compliance with fire access standards, and, if the Internal Circulation Route is a public street, subject to approval of the Director of Public Works based on administrative criteria to be adopted. If the Internal Circulation Route is intended to accommodate bicycles, head-in and angle parking is not permitted.

H. Joint Access

If necessary to ensure access to the Internal Circulation Route by the general public and transit vehicles, the director may require joint use driveways within the site to adjacent properties.

[~~2.2.6. Building Entryways.~~]

[~~A. Applicability. The following table summarizes the applicability of this section:~~]

[~~Standard~~]	[~~Applies if the Principal Street Is:~~]	[~~Applies to the Following:~~]
[~~2.2.6. Building Entryways~~]	[~~Core Transit Corridor~~]	[~~All zoning districts~~]
	[~~Urban Roadway~~ ~~Suburban Roadway~~ ~~Internal Circulation Route~~ ~~Highway~~ ~~Hill Country Roadway~~]	[~~All non-residential zoning districts~~]

I. On a suburban roadway, a residential only use on a site over 5 acres is exempt from Sections 2.2.5.A-G and must comply with the following:

1. Sidewalks or pedestrian paths are required to connect all buildings and all amenities; and

2. Internal circulation for vehicular connectivity is required. No internal block shall exceed a perimeter measurement of 2,700 linear feet.

[~~B. Standards.~~

~~1. At least one customer entrance must face and connect directly to the roadway or Internal Circulation Route where building frontage is provided consistent with the requirements of this Subchapter. A building entrance is not required under this subsection if the following requirements are met:~~

~~a. At least 80 percent of the net frontage length along the principal street must consist of continuous building facade that is built up to the clear zone (or supplemental zone if provided), regardless of the applicable building frontage requirements of Sections 2.2.2. through 2.2.5;~~

~~b. The building must have a continuous shaded sidewalk linking the principal street and the building's principal entrance;~~

~~c. The entrance must be less than 100 feet from the street-facing facade line of the building; and~~

~~d. A row of shade trees between the building and the parking area must be provided at an average spacing not greater than 30 feet on center (See Figure 36.).~~

~~Click here for Figure 36: Requirements for a principal entrance that does not face the principal street~~

~~2. Building entrances should be located at intervals of no more than 75 feet along the elevation facing the principal street. If building entrances are located more than 75 feet apart (or there is a single entrance point on a facade greater than 150 feet in length), the areas between the entrances (or from building edge to the entrance) shall utilize shaded sidewalks that connect the entrances to improve the pedestrian-friendliness of the building along the principal street. (See Figure 37.)~~

~~Click here for Figure 37: When multiple entrances are not provided, long walls should be broken up with glazing and other pedestrian amenities~~

~~3. In no case shall this section require orienting a building entryway toward a street with zoning of SF6 or lesser density.~~]

§ 2.3. CONNECTIVITY BETWEEN SITES.

[~~2.3.1. Internal Circulation Systems for Large Sites.~~]

[~~A. Applicability. The following table summarizes the applicability of this section:~~]

[~~Standard~~]	[~~Applies if the Principal Street Is:~~]	[~~Applies to the following:~~]
[~~2.3.1. Internal Circulation Systems for Large Sites~~]	[~~-Core Transit Corridor~~ ~~-Urban Roadway~~]	[~~- All zoning districts (development of any site five acres or larger)~~ ~~-see additional exemptions in subsection B.~~]
	[~~-Suburban Roadway~~ ~~-Highway~~ ~~-Hill Country Roadway~~]	[~~- All non-residential zoning districts (development of any site five acres or larger)~~ ~~-See additional exemptions in subsection B.~~]

[~~B. Standards. Any site for that is subject to this Section 2.3.1. must comply with the following:~~

~~1. Maximum Block Size. Unless exempted below, the site shall be divided into internal blocks no longer than 660 feet by 330 feet from curb to curb. (See Figure 38.) The maximum block length applies both to blocks containing buildings and blocks containing surface parking. This standard shall not require the block front adjacent to a Hill Country Roadway to be divided in a manner inconsistent with Chapter 25-6, Article 6, Division 2 (Access to Hill Country Roadways) or state highway access spacing requirements.~~

~~Click here for Figure 38: Example of an interconnected grid-like system for internal circulation. Blocks must not exceed 660 by 330 in most cases.~~

~~a. Exemption: Corporate Campuses. The maximum block length standard does not apply to a corporate campus. For purposes of this exemption, a "corporate campus" is defined as a site for a single company larger than ten acres with at least three office buildings larger than 50,000 square feet each, and a maximum of ten percent of the total building square footage of the site devoted to retail uses.~~

~~b. Exemption: Sites Over 15 Acres. On sites 15 acres or larger, the site may contain one block with a maximum dimension of 660 feet by 660 feet for each 30 acres (i.e., one 660 by 660 block on a site of between 15 to 30 acres, two 660 by 660 blocks on a 30 – 60acre site, etc.).~~

~~c. Exemption: Office Sites in Drinking Water Protection Zone or Water Supply Watershed. The maximum block length standard does not apply to any site in the~~

~~Drinking Water Protection Zone or a Water Supply Watershed designated as a neighborhood office (NO), limited office (LO), or general office (GO) district.~~

~~2. Internal Circulation System Required.~~

~~a. Internal Circulation Routes connecting the blocks must form an interconnected, grid-like transportation system on the site. (See Figure 34.)~~

~~b. Contiguous green spaces are not subject to the block-length requirements, but if the green space is longer than 150 feet, it must include a pedestrian and bicycle shared use path as a mid-block connection every 150 feet.~~

~~3. Parking Allowed. On-street parallel parking, head-in parking, and angle parking are allowed on each new public street or Internal Circulation Route subject to compliance with fire access standards and, if the Internal Circulation Route is a public street, subject to approval of the Director of Public Works based on administrative criteria to be adopted.~~

~~4. Height Increase for Offices in the General Office District. For a greenfield development of ten acres or larger that includes at least two complete internal blocks of no larger than 660 feet by 330 feet and that is designated as a general office (GO) district, the maximum office height is increased to 80 feet. This height increase remains subject to compatibility standards.~~

~~5. Sidewalk Credit. Sidewalks and curbs alongside Internal Circulation Routes and adjacent public roadways may result in an exceedance of up to five percent above the watershed impervious cover limits. These sidewalk and curb areas:~~

~~a. May not exceed 15 feet in width; and~~

~~b. Shall be constructed of porous concrete or other surfaces as approved by the Director.~~

~~This provision applies only to sites outside the Barton Springs Zone and that are five acres or larger. Impervious cover resulting from this exceedance must be treated to meet current water quality and drainage standards.~~

~~6. Subdivision of Internal Blocks. Internal blocks abutting Internal Circulation Routes 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 Internal Circulation Routes are equivalent to a public street in terms of utilities, pavement design, and vehicle access requirements. For the purpose of compliance with setback and~~

~~minimum lot frontage requirements, an Internal Circulation Route is considered equivalent to a public street.~~]

2.3.1. [~~2.3.2.~~] Improvements to Encourage Pedestrian, Bicycle, and Vehicular Connectivity.

A. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street is:	Applies to the following:
[~~2.3.2.~~] 2.3.1. Improvements to Encourage Pedestrian, Bicycle, and Vehicular Connectivity	All roadway types	-Projects with a net site area of three acres or more in all non-residential zoning districts. -Projects with a net site area of less than three acres that have parking between the building and the principal street in all zoning districts.

B. Standards.

1. Vehicular and Pedestrian Connections Between Sites. All sites or developments subject to this section shall:

a. Provide private drive or public street connections to existing private drives or public streets on adjacent sites, or stub-outs if connections are not feasible; and

b. Where a public street is adjacent to the property line, provide direct pedestrian and bicycle access from that street to a customer entrance. The pedestrian and bicycle access points must be fully accessible during operating hours. (See Figure 31 [~~39~~].)

[~~Click here for Figure 39: Example of a pedestrian/bicycle connection from sidewalk to building entrance~~]

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

2. Additional Measures to Improve Connectivity. All sites or developments subject to this section shall select and comply with at least two of the options in Table B [the table] below. However, if a site or development provides surface parking that amounts to more than 125 percent of the parking required in Appendix A (Tables of Off-Street Parking and Loading Requirements), the site or development must select and comply with at least three of the options in Table B [~~the table~~] below.

TABLE B: Additional Measures to Improve Connectivity

Option	Description/Comment
Provide additional pedestrian connections from on-site buildings to adjacent streets.	Pedestrian connections must be edged by curb, except where connections cross drive aisles, and should be evenly spaced. One point per pedestrian connection.
Provide pedestrian and bicycle connections from adjacent parkland.	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.
Provide solar power shading devices in parking lots [~~(see Figure 40)~~]	Devices shall comply with requirements of administrative rules on this subject.
Provide pedestrian and bicycle connections to adjacent residential development.	If there is a residential development adjacent to the site, provide a pedestrian and bicycle connection [~~to those buildings, up~~] to the property line, and to an existing pathway if one is present on the adjacent site. Compliance with this option also may include providing a sidewalk that connects the project site to an adjacent residential development and that runs along a public roadway where no sidewalk currently exists or where the existing sidewalk does not meet the width standards in this Subchapter.
Exceed applicable sidewalk standards by	Sidewalks along an ICR may not be used to

constructing a sidewalk along a public street frontage to Core Transit Corridor standards.	satisfy this standard.
Provide a public access easement for the construction of a multi-use trail connecting to or proposed in the City of Austin Trails Master Plan, Austin Parks and Recreation Long-Range Plan, Sidewalk Master Plan, or Bicycle Path.	Requires approval of the Director of Public Works.
Incorporate a transit stop into the project.	Review and approval of Capital Metro, or transit provider required.
Internal utility lines should be located in drive aisles or Internal Circulation routes, rather than under parking areas.	Do not locate utility lines beneath surface parking areas. [~~This is designed to facilitate future redevelopment.~~]
Limit curb cuts.	Connections between site and adjacent arterials and highways occur no more frequently than every 330 feet. [~~An Internal Circulation Route does not count as a curb cut.~~]
At least 10% of the provided parking is underground or within a parking structure.	
[~~At least 50 percent of the provided parking is constructed of concrete or pervious pavement (for example, pavers, open grid pavement system, pervious concrete). (See Figure 41.)~~]	[~~If located in the Edwards Aquifer Recharge zone, only concrete may be used to satisfy this option. Open grid pavement systems may be used in areas providing fire access only if shown to meet Fire Department load-bearing requirements. The use of concrete or pervious pavement shall not affect the impervious cover calculation for purposes of Section 2.3.1.B.5., "Impervious Cover Credit."~~]
Enhance physical fitness opportunities and multi-modal connectivity by providing shower and locker facilities for employees and increase required bicycle parking by 10%.	To comply with this option, the site must meet the shower requirements of LDC Section 25-6-478. [~~by one of the following minimum size thresholds and provide the listed facilities:~~ ~~- Office uses: 1 shower facility and 3~~

	~~lockers for buildings more than 10,000 square feet (ADA requirements may not permit a single unisex shower if the expected occupant load exceeds 10. The number of required showers may be increased to 2 ADA showers)~~ ~~- Commercial uses: 1 shower facility and 3 lockers for each building~~ ~~- Industrial uses: 1 shower facility and 3 lockers for each building exceeding 100,000 square feet of gross floor area~~]
Provide secure indoor bicycle storage in building or parking structure.	
For sites with a single building, provide [~~Provide~~] shaded sidewalks along 100% of [~~publicly visible~~] building [~~facades~~] facing the principal street.	
Provide shaded sidewalks along 100% of all publicly visible building facades.	
Other options as approved by the Director.	

[~~Click here for Figure 40: Example of solar power shading device in parking lot~~]

[~~Click here for Figure 41: Example of pervious paving surface~~]

§ 2.4 BUILDING ENTRYWAYS

A. Applicability

The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following:
[~~2.2.6.~~] 2.4.: Building Entryways	Core Transit Corridor	All zoning districts
	-Urban Roadway -Suburban Roadway -Internal Circulation Route -Highway -Hill Country Roadway	All non-residential zoning districts.

B. Standards

1. At least one customer entrance must face and connect directly to the roadway or Internal Circulation Route where building frontage is provided consistent with the requirements of this Subchapter. A building entrance is not required under this subsection if the following requirements are met (See Figure 32.):

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

a. At least 80 percent of the net frontage length along the principal street must consist of continuous building façade that is built up to the clear zone (or supplemental zone if provided) regardless of the applicable building frontage requirements of Sections 2.2.2 through 2.2.5;

b. The building must have a continuous shaded sidewalk linking the principal street and the building's principal entrance;

c. The entrance must be less than 100 feet from the street-facing façade line of the building; and

d. A row of shade trees between the building and the parking area must be provided at an average spacing not greater than 30 feet on center.

2. Building entrances should be located at intervals of no more than 75 feet along the elevation facing the principal street. If building entrances are located more than 75 feet apart (or there is a single entrance point on a façade greater than 150 feet in length), the areas between the entrances (or from pedestrian-friendliness of the building along the principal street. (See Figure 33.)

3. In no case shall this section require orienting building entryway toward a street with zoning of SF6 or lesser density.

[~~§ 2.4. PARKING REDUCTIONS.~~

~~2.4.1. Applicability. The following table summarizes the applicability of this section:~~

[~~Standard~~]	[~~Applies if the Principal Street Is:~~]	[~~All non-residential zoning districts~~]
[~~2.4. Parking Reductions~~]	[~~All roadway types~~]	[~~All non-residential zoning districts~~]

[~~2.4.2. Reduction of Minimum Off-Street Parking Requirements. This section provides for reductions in the minimum off-street parking requirements in Chapter 25-6, Article 7, Off-Street Parking and Loading. 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 a public street, including spaces on Internal Circulation Routes that meet public street standards.~~

~~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.~~

~~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 one space for each shower facility with three or more lockers provided for employees in a nonresidential building.~~

~~Unless otherwise specified, the above reductions may be applied cumulatively, and may be applied in addition to the urban core parking reduction authorized in Section 25-6-478, but in no case may the minimum off-street parking requirements for a project set forth in Chapter 25-6, Appendix A, be reduced by more than 40 percent.~~]

§ 2.5. EXTERIOR LIGHTING.

2.5.1. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principle Street Is:	Applies to the Following:
2.5: Exterior Lighting	All roadway types	All zoning districts

2.5.2 Standards.

A. Submission of Plans and Evidence of Compliance. [~~All site~~] Building plan applications shall include a description of all lighting fixtures [~~not affixed to buildings~~], both proposed and those that will remain on the site, as well as any existing or proposed fixtures to be located in adjacent right-of-ways after completion of the project. For new fixtures, the description may include, but is not limited to, catalog cuts and illustrations by manufacturers (including sections where required), that demonstrate compliance with the standards of this Subchapter. [~~For lighting fixtures affixed to buildings, such information shall be provided as part of the building permit application.~~]

B. Fully Shielded [~~and~~] or Full Cut-off Light Fixtures Required. The following outdoor lighting applications shall be illuminated by fixtures that are [~~both~~] either fully- shielded [~~and~~] or full cut-off: (See Figure 34 [~~42~~].)

[~~Click here for Figure 42: Examples of fully-shielded light fixtures~~]

Click here for Figure 34: Examples of fully-shielded light fixtures.

1. Public street and pedestrian lighting;
2. Parking lots;
3. Pathways;
4. Recreational areas;
5. Billboards;
6. Product display area lighting; and
7. Building overhangs and open canopies.

C. Lighting of Building Facades.

1. Buildings and structures shall be illuminated by fixtures that are [~~both~~] either fully-shielded [~~and~~] or full cut-off[~~.~~] and [~~Building facade lighting~~] may only be used to highlight specific architectural features [~~such as principal entrances and towers~~]. However, existing building mounted fixtures that are not fully-shielded or full cut-off may be replaced with

lighting that is fully-shielded or full cut-off. This provision shall not apply to buildings in the downtown that are at least 120 feet tall, so long as such buildings contain no trademarked design features (not including signage) located over 120 feet above ground level.

[~~2. Uniform floodlighting of building facades shall be permitted only through the alternative equivalent compliance review process.~~]

D. Directional Luminaires. Directional luminaires that are not fully-shielded or full cut-off may be used to illuminate signs and flagpoles. Such luminaires shall be installed and aimed so that they illuminate only the specific object or area and do not shine directly onto neighboring properties, roadways, or distribute excessive light skyward.

E. Lamp or Fixture Substitution. Should any outdoor light fixture or the type of light source therein be changed after site plan or building plan approval has been granted, a change request must be submitted to the Director for approval, together with adequate information to assure compliance with this Subchapter, which must be received prior to substitution.

[~~F. Non-Conforming Lighting. All outdoor lighting fixtures lawfully installed prior to and operable on the effective date of this Subchapter are exempt from all requirements of this Subchapter until January 1, 2015, at which time they shall become subject to this Subchapter, and shall be considered nonconforming if they do not comply with the requirements of this Subchapter.~~]

§ 2.6. SCREENING OF EQUIPMENT AND UTILITIES.

2.6.1. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following:
2.6: Screening of Equipment and Utilities	All roadway types	-All non-residential zoning districts -The following uses are exempt, in addition to the general exemptions of Section 1.2.4. [~~1.2.3.~~]: local utilities services use, electric service transformers within the right-of-way,

		telecommunication towers

2.6.2. Standards. All development subject to this section 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 an adjacent public street. (See Figure 35 [~~43~~].)

[~~Click here for Figure 43: Screening of mechanical equipment~~]

Click here for Figure 35: Screening of Equipment and utilities.

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 public streets. Screening materials for solid waste collection and loading areas shall be the same as, or of equal quality to, the materials used for the principal building. In the downtown, 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.

§ 2.7. PRIVATE COMMON OPEN SPACE AND PEDESTRIAN AMENITIES.

2.7.1. Purpose. Open air and semi-enclosed public gathering spaces can act as central organizing elements in a large 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 Austin Code's requirements for dedicated public open space and parks, and serve similar purposes.

2.7.2. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following:
2.7: Private Common Open	All roadway types	All site plans two acres in

Space and Pedestrian Amenities		size or larger, and all multifamily and condominium uses except as provided in 25-2-776 and 25-2-780

2.7.3. Standards.

A. Amenity Required. All development subject to this section shall devote a minimum of five percent of the gross site area to 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.

2. A landscape area other than one required by 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.

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 pools, wading pools, or splash pads.

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

8. A multi-use trail connecting to or proposed in the City of Austin Trails Master Plan, Austin Parks and Recreation Long- Range Plan, Sidewalk Master Plan, or Bicycle Plan[~~.~~], or other trail connections as approved by the Director.

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

10. A transit plaza, on private property, that is adjacent to a Capital Metro MetroRapid stop or station.

11. [~~10.~~] A combination of the above-listed amenities. (See Figure 36 [44].)

[~~Click here for Figure 44: Examples of open space amenities~~]

Click here for Figure 36: Examples of open space amenities.

B. 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;

2. Flood hazard areas;

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

4. Tree preservation areas (See Figure 37. [~~45.~~]); [~~and~~]

[~~Click here for Figure 45: Example of tree preservation during construction~~]

Click here for Figure 37: Examples of tree preservation during construction.

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.

Where there is a BRT station adjacent to the tract to be developed, a portion of 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 permitted station. For sites greater than one acre, the open space should be a minimum of 150 sf plus an additional 100 sf per acre over one, not to exceed 1,000 sf. This will apply only outside the Central Business District (CBD) and downtown-mixed-use (DMU) zoning.

C. 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 a required street yard;

2. Public or private streets or rights of way;

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

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

D. 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 useable 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. Except as provided in this subsection, 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. Up to 50 percent of the required private common open space may be located on a roof, balcony, or other area above ground level if at least 50 percent of the open space above ground level is designed as a Vegetated or Green Roof. For the purpose of this section, a Vegetated or Green Roof is an assembly or system, over an occupied space, that supports an area of planted bed(s), built up on a waterproofed surface at any level that is contained separately from the natural ground by a human-made structure. A Vegetated or Green Roof must comply with the performance standards adopted by rule.

6. Private common open space on a roof, balcony, or other area above ground level must be screened from the view of adjacent property that is in an urban residence (SF-5) or more restrictive zoning district, in accordance with the standards in Section 25-2-1066 (Screening Requirements).

7. A project which allows public access during normal business hours to a private common open space above ground level may reduce the total amount of open space required by 10 percent.

8. 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 are not to 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.

9. In VMU and V zoning districts, streetscape improvements within the public right-of-way may be included in the calculation of open space except for the area within the Clear Zone as defined in this Subchapter. This provision does not apply to streetscape projects for which the City participates in the cost of the improvements or which are required to be constructed as a condition of CURE zoning.

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

F. Fee In Lieu.

1. Instead of providing private common open space or pedestrian amenities as required in this section, the developer of a property located within the urban roadways boundary (as defined in Article 5 of this Subchapter) may request approval to deposit with the city a nonrefundable cash payment to be used for the acquisition or improvement of open space that will serve residents of the development.

2. The criteria for approving payment of a fee and the formula for calculating the fee amount shall be adopted by the city council, with a recommendation from the Director.

3. The Director shall review a request for payment of a fee based on the adopted criteria and accept or deny the request no later than 15 days following its receipt.

2.8 SHADE AND SHELTER

2.8.1 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.

2.8.2 Applicability

The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following:
2.8 Shade and Shelter	All roadway types	-Development of any non-residential land use except for congregate care facilities zoned MF for which the principle street is not a Core Transit Corridor -This section applies to any building frontage. Building facades facing loading areas, rear service areas, or facades adjoining other buildings (attached to more than 50 percent of the sidewall) are exempt.

A. Standards

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

1. A shaded sidewalk must be provided alongside at least 50 percent of:

   a. the roadway or Internal Circulation Route where building frontage is provided under the requirements of this Subchapter; and

   b. any parking adjacent to the building.

2. When adjacent to parking, the shaded sidewalk shall be raised above the level of the parking by way of a defined edge. ADA ramps alongside the building must also be shaded. (See Figure 38.)

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

3. A shaded sidewalk must meet the following requirements:

a. Along a roadway or Internal Circulation Route where building frontage is provided a shaded sidewalk shall comply with the applicable sidewalk standards for that roadway type. If not otherwise required, the shaded sidewalk shall provide trees planted no more than 30 feet on center or a 4' awning.

b. 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 weather protection.

4. Building entrances and exits, other than those used solely for emergency purposes or for deliveries, shall be located under a shade device such as an awning or portico.

PART 3. Article 3 of City Code Chapter 25-2, Subchapter E is amended as follows:

3.1. INTENT

These building design standards are intended to:

3.1.1. Strengthen Austin's unique character and help buildings to better function in Austin's environment;

3.1.2. Create buildings with appropriate human scale;

3.1.3. Ensure that buildings contribute to the creation of a pedestrian-friendly environment through the provision of glazing, shading, and shelter at the pedestrian level;

3.1.4. Lessen the impact of branded architecture that does not speak to the city's unique character and conditions; and

3.1.5. Increase the quality, adaptability, and sustainability in Austin's building stock.

3.2. [~~PEDESTRIAN FRONTAGES~~] GLAZING AND FACADE RELIEF REQUIREMENTS

3.2.1. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following:
3.2. [~~Pedestrian Frontages~~] Glazing and Facade Relief Requirements	All roadway types	- Development of any non-residential land use, except for congregate care facilities zoned MF for which the principal street is not a Core Transit Corridor. - Religious Assembly use shall be exempt from glazing requirements. [~~This section applies to any publicly visible building frontage. Building facades facing loading areas, rear service areas, or facades adjoining other buildings (attached to more than 50 percent of the sidewall) are exempt.~~]

3.2.2. Glazing and Facade Relief on Building Facades.

Glazing and Facade Relief provides interest for pedestrians, 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 following minimum [~~glazing~~] requirements, but may provide additional glazing and facade relief beyond what is required under this section[~~:~~]. Refer to Article 5 for definitions of Glazing and Facade Relief.

A. On the facade facing the roadway or Internal Circulation Route where building frontage is provided under the requirements of this Subchapter:

1. 40 percent of the wall area below [~~that is between two and~~] ten feet [~~above grade~~] as measured from the finish floor level of this facade's entry shall consist of glazing unless topography, distance or other physical characteristics remove the facade from a close physical connection to the roadway or Internal Circulation Route (See Figure [~~46~~] 39.); and

Click here for Figure 39: Glazing and façade relief requirements

2. 25 percent of the wall area between ten feet and thirty feet as measured from the finish floor level of this facade's entry shall consist of glazing.[~~second floor wall area that is between three and eight feet, as measured from that story's finished floor level.~~] (See Figure [~~46~~] 39.)

B. One facade shall be exempt from glazing and facade relief requirements. The exempt facade cannot face a public street or Internal Circulation Route.

[~~B.~~] C. On all other [~~publicly visible~~] facades, at least 25 percent of the wall area between two and ten feet [~~above grade~~] as measured from the finish floor level of this facade's entry must consist of glazing or facade relief unless vegetative screening, which must be evergreen, is allowed if approved by the Director, and may not be used as glazing option on front-facing facade. [~~or other methods of screening are used to screen these facades from the view of the public. This glazing requirement shall not apply if the building code prohibits windows on such facades.~~]

[~~C. If a single-story building has a facade taller than 20 feet, the facade area above 15 feet is subject to the same window requirement as the second floor requirement in Section 3.2.2.A.2.~~]

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

E. 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.

F. The requirements in this section may be reduced to the extent that the required level or location of glazing conflicts with the standards of the Adopted Energy Code, Building Code, LEED, or the Green Building Program.

[~~**3.2.3. Shade and Shelter**~~]

[~~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. (See Figure 38.) Projects subject to this section shall meet the following shade and shelter requirements:~~]

[~~A. A shaded sidewalk must be provided alongside at least 50 percent of:~~]

[~~1. the roadway or Internal Circulation Route where building frontage is provided under the requirements of this Subchapter; and~~]

[~~2. any parking adjacent to the building.~~]

[~~B. When adjacent to parking, the shaded sidewalk shall be raised above the level of the parking by way of a defined edge. ADA ramps alongside the building must also be shaded. (See Figure 47.)~~]

[~~C. Building entrances shall be located under a shade device such as an awning or portico.~~]

3.3. OPTIONS TO IMPROVE BUILDING DESIGN

3.3.1. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following:
3.3. Options to Improve Building Design	All roadway types	- Development of any commercial use of 10,000 square feet or more that requires a building permit - Development of any commercial use of less than 10,000 square feet that contains any exterior trademarked design feature - Any building zoned for industrial use or warehouse use at the point its use is converted to commercial - VMU buildings with external trademarked design features (not including signs) - Office development is exempt from this section

3.3.2. Building Design Options.

A. **General Requirement.**

1. Each building subject to this section must earn one base point from [~~the table~~] Table C [~~in paragraph 3.3.2.C.~~] below, and may be required to earn additional points if certain design features are present.

2. Developments with multiple buildings are required to earn the applicable number of points for each building. Points may be aggregated among buildings only if the development contains at least 100 lineal feet of VMU building frontage along the principal street.

B. **Additional Requirements for Certain Types of Development.**

The following shall earn points as specified below, in addition to the base point required in this section [~~subsection A~~]. [~~All points~~] Points in this section shall be earned cumulatively.

1. A building with exterior trademarked design features shall earn additional points as follows:

a. Three additional points from [~~the table in paragraph 3.3.2.C.~~] Table C if such features are located 12 feet or less above finished grade and there is no prototypical roof or parapet design;

b. Five additional points from [~~the table in paragraph 3.3.2.C.~~] Table C, two of which must come from Group B, if such features are located more than 12 feet above finished grade.

2. If the building plan depicts any of the design features listed below, one additional point must be earned for each design feature (except as noted):

a. Building is one story and greater than 20 feet tall, floor to bottom of roof structure.

b. Building facade exceeds 200 feet in width without entrances every 75 feet.

c. Individual use is greater than 100,000 square feet.

[~~d. Building is a pad-site building located in the CBD or DMU districts with either of the following features (2 additional points):~~]

[~~(i) Drive-in or drive-through;~~]

[~~(ii) Building is separated from other buildings by surface parking on at least two sides;~~]

[~~e~~] d. False fronts or shaped parapets are created to increase the apparent size of the building or house corporate signage or logos. If used, building parapets must not be greater than 50 percent higher than the distance of the building from grade to roof. (For example, a building that is 20 feet tall from the grade to the roof cannot have a parapet greater than 10 feet tall from roof to top of parapet.) (See Figure [~~48~~] 40.)

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

[~~f~~] e. Concrete block (not including split-faced concrete block) is used on more than 25 percent of a facade visible to the public.

[~~g~~] f. Concrete block (not including split-faced concrete block) is used on more than 75 percent of a facade visible to the public (must earn two additional points).

[~~h~~] g. EIFS is used as a material on the ground floor (below 10 feet).

[~~i~~] h. Pad building with drive-in or drive-through (on a site with a Core Transit Corridor as the principal street).

C. **Table of Design Options.**

Option	Description/Comments
Group A: Each option worth 1 point	
Achieve star rating under the City of Austin Green Building program.	Each star of the rating qualifies for one point. No double credit for Green Building points from Group B.
Provide for liner stores in building facade. (1 point for each liner store)	See Article 5, *Definitions*
Provide facade articulation.	See definition D.1. below.

Provide primary entrance design.	See definition D.2. below.
Provide roof design.	See definition D.3. below.
Provide building materials meeting the standards of this section.	See definition D.5. below.
Improve storefronts to new regulatory standard of Section 3.2.2. for glazing type/size and shading.	Applies only for buildings existing at the effective date of this Subchapter.
100% of glazing on ground-floor facades that face any street or parking lot have a Visible Transmittance (VT) of 0.6 or higher.	
Complies with neighborhood design guidelines	
Group B: Each option worth 2 points	
Design building so that at least 75% of the facade facing the principal street consists of storefronts with at least two separate entrances facing the principal street	
Provide sustainable roof.	See definition D.4. below.
Integrate solar power generation into building design.	The specific features and design shall be approved by the Director. Examples may include, but are not limited to, rooftop solar panels or Building Integrated Photovoltaics.
Achieve Green Building rating of 2 stars.	
Group C: Option worth 3 points	
Develop VMU building	While VMU buildings are exempted from the requirements of this section, points are assigned for the purpose of aggregating point values for the mixed use development bonuses described in Article 4. In addition to the three base points associated with the

	VMU development, one additional point is added if the gross square footage of the VMU building contains a combination of at least 25% residential and 25% office or retail uses. However, no points may be earned for a building that contains external trademarked design features (not including signs).

D. **Definitions of Options.**

1. **Facade Articulation.** For purposes of satisfying the requirements in subsections A. and B. above, "facade articulation" shall consist of one of the following design features, none of which can be trademarked design features (See Figures [~~49~~] 41 & 42.):

a. Changes in plane with a depth of at least 24 inches, either horizontally or vertically, at intervals of not less than 20 feet and not more than 100 feet; or

b. Changes of color, texture, or material, either horizontally or vertically, at intervals of not less than 20 feet and not more than 100 feet; or

c. A repeating pattern of wall recesses and projections, such as bays, offsets, reveals or projecting ribs, that has a relief of at least eight inches.

Click here for Figure 41 & 42: Examples of façade articulation

2. **Primary Entrance Design.** For purposes of satisfying the requirements in subsections A. and B. above, "primary entrance design" shall consist of at least three of the following design elements at the primary entrance (none of which can be trademarked design features), so that the primary entrance is architecturally prominent and clearly visible from the abutting street:

a. Architectural details such as arches, friezes, tilework, murals, or moldings.

b. Integral planters or wing walls that incorporate landscape or seating.

c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.

d. Prominent three-dimensional features, such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.

e. A repeating pattern of pilasters projecting from the facade wall by a minimum of eight inches or architectural or decorative columns.

3. **Roof Design.** For purposes of satisfying the requirements in subsections A. and B. above, "roof design" shall consist of at least one of the following design elements, none of which can be trademarked design features:

a. Parapets with horizontal tops having height changes of at least one foot occurring horizontally no less than every 100 feet. (See Figure [~~50~~] 43.)

Click here for Figure 43: Examples of roof design

(i) Parapets that do not have horizontal tops must have pitched or rounded tops with a pattern that repeats or varies no less than every 100 feet.

(ii) All parapets must have detailing such as cornices, moldings, trim, or variations in brick coursing.

b. Sloping roofs with at least two of the following design elements:

(i) Slope of at least 5:12.

(ii) Two or more slope planes.

(iii) Overhanging eaves extending at least three feet beyond the supporting wall.

4. **Sustainable Roof.** For purposes of satisfying the requirements in subsections A. and B. above, a "sustainable roof" is roofing that has one of the following:

a. For a minimum of 75 percent of the total roof surface, a Solar Reflectance Index (SRI) of 78 or higher for a roof with a slope of 2:12 or less, or 29 or higher for a roof with a slope greater than 2:12; or

b. For a minimum of 50 percent of the total roof surface, a vegetated roof [~~(See Figure 49.)~~];

c. For a minimum of 50 percent of the total roof surface, rainwater collection system; or

d. For a minimum of 75 percent of the total roof surface, a combination of a vegetated roof with rainwater collection system and SRI-compliant roof meeting the SRI standards in subsection 4.a. above. (See Figure [~~51~~] 44.)

Click here for Figure 44: Example of a sustainable roof

5. **Building Materials.** For purposes of [~~the~~] satisfying the requirements in subsection 1, above, "building materials" are defined as limestone or brick. However, the brick color shall not be a trademarked design feature.

3.3.3. Alternatives to Section 3.3.2.

A. **Large Single-Story Buildings.** Instead of complying with Section 3.3.2. above, a single-story commercial building that is 100,000 square feet or more in size may elect as a matter of right to comply with the following standards:

1. The building facade shall consist of 75 percent masonry (not including concrete blocks), excluding the window area and rear service area on sides visible to the public;

2. The use of trademarked design features above 12 feet and the use of trademarked roof and parapet design features is prohibited;

3. The building meets the "facade articulation" requirements as defined in [~~Subsection 3.3.2.D.1. above~~] this section;

4. The building has 40 percent glazing on the front facade and 25 percent glazing and cutouts on each side visible to the public with a Visible Transmittance (VT) of 0.6 or higher; and

5. The building has a Green Building rating of at least 2 stars.

B. **Pad-site Buildings with Drive-In and/or Drive-Through Services.** Instead of complying with Section 3.3.2. above, a pad-site building with a drive-in and/or drive- through services, or a single-use drive-in use not located on a Core Transit Corridor, may comply with the following standards:

1. The use of trademarked design features (not including signs or paint colors) above 12 feet is prohibited; and

2. The portion of the building below 12 feet consists of one of the following;

a. Limestone; or

b. Brick that has a different color than the trademarked brick color; or

c. For a building that occupies a pad or portion of a building within a planned project or shopping center, the building has similar design characteristics as the rest of the shopping center. This includes use of similar materials, patterns, rhythms, and proportions to the rest of the center.

3. Pad sites shall not have any parking located between the building and the street on Core Transit Corridors, Urban Roadways and Suburban Roadways.

PART 4. Article 4 of City Code Chapter 25-2, Subchapter E is amended as follows:

ARTICLE 4: MIXED USE.

§ 4.1. INTENT.

This Article 4 is intended to provide for and encourage development and redevelopment that contains a compatible mix of residential, commercial, and institutional uses within close proximity to each other, rather than separating uses. The mixed use provisions define the uses of land and the siting and character of the improvements and structures allowed on the land in a manner that encourages a balanced and sustainable mix of uses. They promote an efficient pedestrian-access network that connects the nonresidential and residential uses and transit facilities. Redevelopment of underutilized

parcels and infill development of vacant parcels should foster pedestrian-oriented residential and mixed use development. (See Figure 45 [~~52~~])

Click here for Figure 45 [~~52~~]: Examples of vertical mixed use

COMMENTARY: MIXED USE DEVELOPMENT IN AUSTIN GENERALLY

The City of Austin allows and encourages the development of mixed use projects. Mixed use development integrates two or more land uses, such as residential and commercial, with a strong pedestrian orientation. Requirements and standards for mixed use development appear in various places throughout the Austin City Code.

Zoning Districts in which Mixed Use is Allowed and Encouraged

The following districts are intended[~~,~~]primarily for mixed use development and are described more fully in Section 4.2 below:

- Mixed Use Combining District (Section 4.2.1.).
- Vertical Mixed Use Overlay District (Section 4.2.2.).

Mixed use development also is allowed in other Austin zoning districts. Some of these districts are listed below and are described more fully in the referenced sections of the Austin Code. This list is not exhaustive, but rather is intended to illustrate the range of districts in which mixed use development is allowed.

- Central Business (CBD) (Section 25-2-100);
- Central Urban Redevelopment (CURE) (Section 25-2-163);
- Downtown Mixed Use (DMU) (Section 25-2-101);
- Planned Development Area (PDA) (Section 25-2-174);
- Planned Unit Development (Section 25-2-144);
- Traditional Neighborhood Development (Section 25-2-146);
- Transit Oriented Development (Section 25-2-147);
- Waterfront Overlay (WO) (Section 25-2-175); and
- University Neighborhood Overlay (UNO) (Section 25-2-178).

Types of Mixed Use Development

Within the districts that allow mixed[~~,~~] use development, uses may be combined either vertically in the same building, or horizontally in multiple buildings, or through a combination of the two, depending on the standards of the district.

Vertical mixed use is allowed in two building types: the Vertical Mixed Use (VMU) Building and the Neighborhood Mixed Use (NM[~~D~~] U) Building. Standards for VMU

buildings are in Section 4.3. below, and standards for NM[~~D~~]U buildings are in Subchapter D, Article 6.

Horizontal mixed use is the mixing of uses in a development project, though not necessarily in the same building. Horizontal mixed use is allowed and encouraged in Austin so long as each of the proposed uses is allowed within the applicable zoning district and the development meets all applicable requirements of the Austin Code.

§ 4.2. MIXED USE ZONING DISTRICTS.

4.2.1. Mixed Use Combining District

A. **Purpose.** The purpose of a mixed use (MU) combining district is to allow office, retail, commercial, and residential uses to be combined in a single development.

B. **Base Districts.** A mixed use (MU) combining district may be combined with the following base districts:

1. Neighborhood office, if the use of an MU combining district will further the purpose of the neighborhood office base district;

2. Limited office;

3. General office;

4. Neighborhood commercial;

5. Community commercial;

6. General commercial services; and

7. Commercial liquor sales.

C. **Uses Allowed.** In the MU combining district, the following uses are permitted:

[~~i.~~]1. Vertical mixed use buildings, subject to compliance with Section 4.3. of this Subchapter;

[~~ii.~~]2. Commercial uses that are permitted in the base district;

[~~iii.~~]3. Civic uses that are permitted in the base district;

[~~iv.~~]4. Townhouse residential;

[~~v.~~] 5. Multifamily residential;

[~~vi.~~] 6. Single-family residential;

[~~vii.~~]7. Single-family attached residential;

[~~viii.~~]8. Small lot single-family residential;

[~~ix.~~]9. Two-family residential;

[~~x.~~]10. Condominium residential;

[~~xi~~]11. Duplex residential;

[~~xii~~]12. Group residential;

[~~xiii.~~]13. Group home, class I (limited);

[~~xiv.~~]14. Group home, class I (general); and

[~~xv.~~]15. Group home, class II; and

[~~xvi~~]16. Short-term rental.

D. **District Standards.**

1. A single-family residential use must comply with the site development regulations prescribed by Section 25-2-492 (*Site Development Regulations*) for a family residence (SF-3) district, except for the front yard setback. The use must comply with the front yard setback prescribed for the base district.

2. A single-family attached residential use must comply with Section 25-2-772 (*Single-Family Attached Residential Use*).

3. A small lot single-family residential use must comply with Section 25-2-779 (*Small Lot Single-Family Residential Use*).

4. A two-family residential use must comply with Section 25-2-774 (*Two-Family Residential Use*).

5. A duplex residential use must comply with Section 25-2-773 (*Duplex Residential Use*).

6. This subsection applies to a multifamily residential use, a townhouse residential use, a condominium residential use, a group residential use, or a group home use.

a. In a mixed use (MU) combining district that is combined with a neighborhood office (NO) base district, the minimum site area for each dwelling unit is:

(i) 3,600 square feet, for an efficiency dwelling unit;

(ii) 4,000 square feet, for a one bedroom dwelling unit; and

(iii) 4,400 square feet, for a dwelling unit with two or more bedrooms.

b. In an MU combining district that is combined with an limited office (LO) or neighborhood commercial (LR) base district, the minimum site area for each dwelling unit is:

(i) 1,600 square feet, for an efficiency dwelling unit;

(ii) 2,000 square feet, for a one bedroom dwelling unit; and

(iii) 2,400 square feet, for a dwelling unit with two or more bedrooms.

c. In an MU combining district that is combined with a general office (GO), community commercial (GR), general commercial services (CS), or commercial services – liquor sales (CS-1) base district, the minimum site area for each dwelling unit is:

(i) 800 square feet, for an efficiency dwelling unit;

(ii) 1,000 square feet, for a one bedroom dwelling unit; and

(iii) 1,200 square feet, for a dwelling unit with two or more bedrooms.

4.2.2. Vertical Mixed Use Overlay District.

A. **Purpose.** The purpose of a vertical mixed use (VMU) overlay district is to allow the development of vertical mixed use (VMU) buildings, subject to compliance with the standards in Section 4.3.

B. **Applicability**. The VMU overlay district is established within each zoning district for all sites with a Core Transit Corridor or Future Core Transit Corridor as the principal street, subject to the following limitations:

1. In areas subject to a Neighborhood Plan combining district, VMU buildings may not contain uses prohibited for that lot under the neighborhood plan and are limited to commercially zoned properties.

2. In areas that have not undergone the neighborhood planning process, the VMU overlay is limited to commercially zoned properties.

3. The VMU overlay district does not apply to properties zoned H (Historic) and properties that are "contributing" structures to a local or National Register historic district.

C. **Uses Allowed.** In a VMU Overlay district, the following uses are permitted:

1. Uses that are permitted in the base district; and

2. Vertical mixed use buildings, subject to compliance with Section 4.3. of this Subchapter.

Source: Ord. 20060831-068; Ord. 20120802-122.

§ 4.3. VERTICAL MIXED USE BUILDINGS.

4.3.1. Applicability. The following table summarizes the applicability of this section:

Standard	Applies if the Principal Street Is:	Applies to the Following:

Section **4.3. Vertical Mixed Use Buildings**	Core Transit Corridor, Future Core Transit Corridor	- Mixed Use Combining District - Vertical Mixed Use Overlay District - Properties that opt in to VMU pursuant to 4.3.5.C.3.
	Highway, Hill Country Roadway, Suburban Roadway, or Urban Roadway	- Mixed Use Combining District - Sites of three acres or more, subject to 4.3.2.B. - Properties that opt in to VMU pursuant to 4.3.5.C.3.

City interpretation of existing technical criteria and development review policies shall be to achieve the policies of this section to promote vertical mixed use. Any technical criteria shall include consideration of pedestrian level of service and not solely automobile level of service and shall include traffic impact analyses methodologies for traffic capture rather than methodologies for disaggregated single-use developments.

4.3.2. Where Allowed.

A. A VMU building is allowed on properties:

1. Within the mixed use (MU) combining district;

2. Within the Vertical mixed use (VMU) overlay district, subject to the limitations of Section 4.3.5.C; and

3. That are not located within the MU combining district or VMU overlay, but which have:

a. Opted-in under the process provided for under Section 4.3.5.C.3; or

b. Obtained a conditional use permit for VMU, subject to the limitations in Section 4.3.2.B.

B. In addition, for sites not in the MU combining district or the VMU overlay district, a VMU building may be allowed through the conditional use permit process on any [~~development~~] site of three acres or more that has a Highway, Hill Country Roadway, Suburban Roadway, or Urban Roadway or Internal Circulation Route as the principal street, subject to the following requirements [~~limitations~~]:

1. In areas subject to a Neighborhood Plan combining district, a VMU building may not contain uses prohibited for that lot under the Neighborhood Plan combining district.

2. In areas that have not undergone the neighborhood planning process, a VMU building is allowed only on commercially zoned properties.

3. A VMU building allowed under this section may only contain uses permitted in the base zoning district, as modified by Section 4.3.3.C.2.

C. This subsection applies to property in a VMU overlay district that is used exclusively for residential use and that is not designated as a MU combining district. A VMU building is allowed only:

1. through the opt-in process described in Section 4.3.5.C.5; or

2. through the conditional use permit process.

4.3.3. Standards. A VMU building shall meet the following requirements:

A. **Pre-Application Conference.** Prior to filing any application for a development that will contain a VMU building, the developer shall request in writing a pre- application conference with the Director. The purpose of a pre-application conference is to provide an opportunity for an informal evaluation of the applicant's proposal and to familiarize the applicant and the city staff with the applicable provisions of this Subchapter such as the VMU affordability requirements, and other issues that may affect the applicant's proposal (e.g., accessibility requirements). The informal evaluation of the Director and staff provided at the conference are not binding upon the applicant or the city, but are intended to serve as a guide to the applicant in making the application.

B. **Mix of Uses.** A use on the ground floor must be different from a use on an upper floor. The second floor may be designed to have the same use as the ground floor so long as there is at least one more floor above the second floor that has a different use from the first two floors. At least one of the floors shall contain residential dwelling units. (See Figure 46 [~~53~~].)

Click here for Figure 46 [~~53~~]: Examples (not a comprehensive list) of use mixes that would meet these requirements

C. **Pedestrian-Oriented Commercial Spaces.** Along at least 75 percent of the building frontage along the principal street, the building must be designed for commercial uses in ground-floor spaces that meet the following standards. A lobby serving another use in the VMU building shall not count as a pedestrian-oriented commercial space for purposes of this section.

1. **Dimensional Requirements.** Each ground-floor commercial space must have: (See Figure 47. [~~54~~].)

Click here for Figure 47 [~~54~~]: Pedestrian-Oriented Commercial Spaces

a. A customer entrance that opens directly onto the sidewalk;

b. A depth of not less than 24 feet;

c. A height of not less than 12 feet, measured from the finished floor to the bottom of the structural members of the ceiling; and

d. A front facade that meets the glazing requirements of Section 3.2.2. (See Figure 39 [~~46~~].)

2. **Ground-Floor Commercial Uses Allowed.** Any commercial uses allowed in the base zoning district may be allowed at the ground-floor level in VMU buildings. In addition, in office districts the following additional uses may be allowed, except as provided in Section 4.3.5.:

a. Consumer convenience services;

b. Food sales;

c. General retail sales (convenience or general);

d. Restaurant (limited or general) without drive-in service.

D. **Compatibility and Neighborhood Design Standards.** All VMU buildings are subject to the compatibility standards of Chapter 25-2, Article 10[~~.~~] if applicable. In case of conflict between the compatibility standards and this Subchapter, the compatibility standards shall control.

1. A VMU building that is located on a site that is adjacent to an urban family residence (SF-5) or more restrictive zoning district, or is

adjacent to a property which contains a use permitted in an SF-5 or more restrictive zoning district, other than a dwelling permitted by Section 25-2-894 (*Accessory Uses for a Principal Commercial Use*) must comply with the following Table D (Neighborhood Design Standards).

Click here for Figure 47 [53]: Pedestrian-Oriented Commercial Spaces

Table D: Neighborhood Design Standards

Required Elements for the Facade	Description
Design and place windows to maintain privacy for both adjoining property owners and residents of the project.	Window location, size and placement should take into account views into and from neighboring single-family properties so as to provide privacy.
Windows facing single family shall have visual transmittance (VT) of 0.6 or higher to minimize reflectivity.	
Provide visual screening for decks, patios, and public spaces.	
For a parking structure: • Screen vehicle lights from view of adjacent triggering zoning or use.	
No amplified music in outdoor commercial or retail areas on the side of property adjacent to SF-5 or more restrictive zoning or use.	Applies only to side of property adjacent to SF-5 or more restrictive zoning or use.
Prohibit trash pickup and commercial deliveries between 10pm and 7 am.	Prohibition must be noted on the site plan.

Menu of Options	Description
In addition a VMU building subject to this subsection must comply with at least one of the following neighborhood design standards:	

Ensure that the facade of a parking structure facing SF-5 or more restrictive zoning or use, breaks down the horizontal plane of the parking structure through the use of either: 1) Screening with materials sympathetic to those used on the VMU building, or 2) Creating openings on each floor that generally conform to the size and proportion of the windows on the VMU building and the use of materials sympathetic to those used on the VMU building.	Director shall require elevation identifying materials as part of the Site Plan process.
Enclose dumpsters within building or parking structure.	
Enclose mechanical equipment within building or parking structure.	
Mitigate traffic impact on streets through measures such as signage, traffic calming, or signalization.	Improvements must be approved by the Director of Public Works or Transportation, as applicable.
Reserve and design 5% of parking spaces for large vehicles.	

E. **Dimensional and Parking Requirements.**

1. VMU buildings are subject to the height restrictions as provided in other sections of this Code.

2. Except as provided in Section 4.3.5., a VMU building that meets the affordability requirements in subsection F. below is not subject to certain dimensional standards applicable in the base zoning district. These standards include the following:

a. Minimum site area requirements (if applicable);

b. Maximum floor area ratio;

c. Maximum building coverage;

d. Minimum street side yard setback and interior yard setback; and

e. Minimum front yard setback; provided, however, that if the 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 centerline of the street to ensure adequate Fire Department access.

3. For all uses in a VMU building, the minimum off-street parking requirement shall be 60 percent of that prescribed by Appendix A (*Tables of Off-Street Parking and Loading Requirements*). This reduction may not be used in combination with any other parking reduction. Only the parking requirements for commercial uses are subject to modification through the opt-in/ opt-out process in Section 4.3.5.

F. **Affordability Requirements.** To be eligible for the dimensional or parking standards exemptions in [~~subsection E. above~~] Subsection E of this section, the residential units in a VMU building shall meet the following affordability requirements, which shall run with the land. This ordinance does not amend or repeal graphics or pictures that are used to illustrate various code requirements in the published version of Chapter 25-2, Subchapter E (*Design Standards and Mixed Use*).

1. **Affordability Requirements for Owner-Occupied Units.**

a. Five percent of the residential units in the VMU building shall be reserved as affordable, 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 current Annual Median Family Income for the City of Austin Metropolitan Statistical Area as determined by the Director of Neighborhood Housing and Community Development Department.

b. In addition, five percent of the residential units in the VMU building shall be reserved, 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 100 percent of the Annual Median Family Income.

c. [~~The homeowner association fees for the owner-occupied affordable units may not be set or increased to cause total housing costs to exceed the targeted affordability levels, pursuant to procedures and criteria established by the Director of Neighborhood Housing and Community Development.~~] The city in its sole discretion may elect to subsidize an additional ten percent of the for-sale residential units in the building, at an affordability level consistent with criteria and procedures established by the Director. [~~.~~]

2. **Affordability Requirements for Rental Units.**

a. Ten percent of the residential units in the VMU building 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 80 percent of the Annual Median Family Income.

b. As part of the one-time opt-in/opt-out process described in Section 4.3.5., an applicable neighborhood association or neighborhood planning team may request that the affordable rental units be available for renters earning a lower percentage of the annual median family income, to as low as 60 percent of the median family income. VMU projects that file zoning or site plan applications after the effective date of the first interim VMU ordinance and prior to September 1, 2006, will not be subject to this neighborhood affordability customization; and instead shall set aside affordable rental units as required by subsection 2.a. above or provide for affordable units as otherwise agreed to by an applicable neighborhood prior to September 1, 2006, provided that VMU projects are allowed on the applicable site following the completion of the opt-in/opt-out process.

c. The city may elect to subsidize an additional ten percent of the residential units in the building for rental purposes for residents at any level of affordability pursuant to criteria and procedures established by the Director.

3. **Affordability Definition.** For purposes of [~~subsections 1. and 2. above~~] this subsection, a unit is affordable for purchase or rental if the household is required to spend no more than 30 percent of its gross monthly income on utilities and mortgage or rental payments for the unit[~~.~~—] as determined by the City's Neighborhood Housing and Community Development Department, based on the current Annual Median Family Income for the Austin Metropolitan Statistical Area.

4. **Fee for Upper-Level Nonresidential Space.** The developers of VMU buildings that contain nonresidential uses above the ground-floor shall pay a fee as set by the City Council for all climate-controlled nonresidential space above the ground floor. At the same time that it sets the amount of the fee, the City Council shall also identify a means by which fees paid pursuant to this section shall be reserved only for expenditure within the area of the City from which they were collected.

5. **Monitoring and Enforcement.** The City shall develop procedures to monitor and enforce this Section [~~4.3.3.F~~.]

G. **Mixed Use Buildings Other than VMU.** If a building that otherwise meets the standards for VMU buildings may be developed using the site development standards of the underlying zoning category, and without the use of the dimensional standard waivers or parking reductions of Section 4.3.3.E., then that building need not comply with the standards (including affordability) that otherwise apply to VMU buildings.

4.3.4. Development Bonuses and Expedited Review of Residential Parking Permit Districts.

A. **Bonuses for VMU Buildings**. A building that contains at least 100 lineal feet of VMU building frontage along the principal street is entitled to the following development bonuses:

1. The queuing requirements of Chapter 25-6, Appendix A, shall be reduced by 50 percent for each drive-through service in the development, so long as sufficient on-site queuing space exists to ensure queuing does not occur within the public right-of-way.

2. The number of connectivity options needed to comply with Section [~~2.3.2~~] 2.3.1.B.2. of this Subchapter shall be reduced by two for each 100 lineal feet of VMU buildings.

3. All buildings in the development may aggregate points for building design in Section 3.3 of this Subchapter, rather than each building needing the minimum number of points.

4. Except for in the Barton Springs Zone or the Waterfront Overlay combining district, impervious cover existing as of the effective date of this Subchapter may be retained for redevelopment purposes for VMU buildings no taller than 60 feet and their accompanying structured parking, so long as the redevelopment meets current water quality standards and, for projects in the Drinking Water Protection Zone, the redevelopment incorporates the following measures to provide additional water quality benefits, pursuant to administrative rules to be developed by the director:

a. Rainwater collection and reuse;

b. Pervious pavement;

c. Integrated pest management; and

d. Native and adapted landscaping.

B. **Expedited Review for Residential Permit Parking Districts.** Neighborhoods that do not opt out of the VMU overlay district pursuant to the process established in Section 4.3.5. shall receive expedited review of applications to establish Residential Permit Parking (RPP) districts, for blocks starting within 600 feet of the portion of the Core Transit Corridor or Future Core Transit Corridor within the VMU overlay. The application process shall proceed [~~in the following manner:~~] in accordance with the guidelines and procedures which are in effect at the time of the application except as described below:

1. [~~A petition shall be circulated among all (100%) households within the proposed permit parking area. A minimum of 66.7% (two-thirds) of the signatures must be in a favor of the program. Only one signature for each household will be considered. A household is defined as a residence with a separate mailing address, phone number and/or utility bill. Multi-family properties of more than six units may be considered one household; in such cases, only the owner or manager of the property shall be allowed to sign the petition. The applicable Neighborhood Association must endorse the resident's request for the Residential Permit Parking program.~~] The applicable

neighborhood association must endorse the resident's request for the Residential Permit Parking program.

2. [~~The City's requirement, which would otherwise apply, that a minimum of seventy-five percent (75%) of the available on-street parking spaces must be occupied during peak parking hours (as determined by the neighborhood) of any two days during a two week period shall be waived.~~] Requirements for conducting parking studies or collecting license plate information shall be waived.

3. Following the collection of the required signatures and delivery of all necessary RPP request documentation to City staff, staff shall review and act on the application within two weeks. Notice shall be sent to affected residents and the applicable neighborhood association, and signs shall be installed, within six weeks of approval.

4.3.5. Individual Neighborhood Consideration of VMU Requirements ("Opt- in/Opt-out Process")

A. **Purpose**. The purpose of this subsection is to establish a one-time process, which will begin following the adoption of this Subchapter, whereby individual neighborhoods may consider certain development characteristics of VMU buildings within their boundaries and communicate their preferences to the City Council. No property is eligible for an exemption from the dimensional standards (of Section 4.3.3.E.2.) or for the parking reduction (of Section 4.3.3.E.3.) or for the additional ground-floor uses otherwise authorized by Section 4.3.3.C.2. until the conclusion of the opt-in and opt-out processes described in this section.

B. **Procedure**.

1. **Initiation**. Upon the adoption date of this Subchapter, the Director shall identify neighborhood areas and notify each neighborhood planning team that the VMU neighborhood consideration process shall be initiated. If there is no neighborhood planning team, the applicable neighborhood associations in a neighborhood shall work together to develop an opt-in/opt-out application for the purposes of this section.

2. **Application**. Each neighborhood planning team or neighborhood association shall review the VMU standards in Section 4.3.3. The planning team or applicable neighborhood association may, no later than 90 days after receiving written notice from the Director of this Subchapter's adoption, submit an opt-in/optout application to the City Manager concerning any of

the items listed in subsection C. below. The planning team or neighborhood association may amend a timely filed application not later than August 9, 2007.

3. **Planning Commission Recommendation.** The City Manager shall forward any opt-in/opt-out applications received to the Planning Commission, which shall review and make recommendations on all such applications to the City Council.

4. **City Council Decision.** After considering the Planning Commission's recommendations, the Council may by ordinance approve, approve with conditions, or deny each opt-in/optout request. The Council may concurrently amend the appropriate neighborhood plan. The neighborhood plan amendment process does not apply to the amendment.

5. **Effect of Approval.** Following completion of this one-time opt-in/opt-out process:

a. The director shall indicate on the zoning map with map code "V" each property receiving an exemption from the dimensional standards under Section 4.3.3.E.2, a parking reduction under Section 4.3.3.E.3, additional ground floor commercial uses under Section 4.3.3.C.2, or a reduction in the median family income for affordable rental housing under Section 4.3.3.F.2.b. The "V"shall include properties receiving the exemption under Section 4.3.5.B.4., pursuant to Council action on an opt-out application, or under Section 4.3.5.C.1.b. if no application has been filed.

b. Any subsequent amendments to the VMU standards in a neighborhood shall require amendment of the applicable neighborhood plan and neighborhood plan combining district.

c. Any property owner or neighborhood association may submit an application to change the VMU rules on a specific property or properties by amending the applicable neighborhood plan and neighborhood plan combining district to opt-in to the exemption from the dimensional standards of Section 4.3.3.E.2 and/or for the parking reduction of Section 4.3.3.E.3 and/or the additional ground-floor uses identified by Section 4.3.3.C.2.

d. Any property owner may file a zoning application for Vertical Mixed Use (V) or Mixed Use (MU) combining district, regardless of whether a neighborhood plan combining district has been adopted.

C. **Types of Opt-in/Opt-Out Applications.** Only the following types of opt-in/opt-out applications may be submitted:

1. **VMU Overlay District: Opt-out.**

a. A neighborhood with properties in the VMU overlay district may request that the neighborhood "opt- out" of the dimensional and/or parking standards exemptions in Section 4.3.3.E.2. and 3., and/or the ground-floor commercial uses allowed in Section 4.3.3.C.2. for some or all of the properties within the VMU overlay district. If such an opt-out application is submitted and approved, the applicable standards shall not apply to affected VMU buildings within that neighborhood; instead, such buildings shall be required to comply with all dimensional and/or parking and/or use standards applicable to the base zoning district. Such buildings also shall comply with the applicable minimum site area requirements in the MU combining district; see Section 4.2.1.D.6.

b. If no opt-out application is submitted on a property, or an opt-out application is submitted and denied, the dimensional and parking standard exemptions in Section 4.3.3.E.2. and 3. and the ground-floor commercial use provisions in Section 4.3.3.C.2. shall apply to all VMU buildings on that property.

2. **MU-Designated Properties: Opt-in.**

a. A neighborhood with properties with the MU zoning designation may request to "opt-in" to the dimensional and/or parking standards exemptions in Section 4.3.3.E.2. and 3., and/or the ground floor commercial uses allowed in Section 4.3.3.C.2. for some or all of the properties with the MU zoning designation. If such an opt-in application is submitted and approved, the dimensional and/or parking and/or use standards shall apply to VMU buildings on sites with the MU zoning designation within the applicable neighborhood boundaries.

b. If no opt-in application is submitted for a property, or an opt-in application is submitted and denied, VMU buildings on a property

designated MU shall comply with all dimensional and parking and use standards applicable to the base zoning district and the MU combining district.

3. **Properties Not in VMU Overlay District and without MU Designation: Opt-in to VMU.** Any neighborhood that desires to allow VMU buildings within its boundaries on commercially zoned properties that are not otherwise eligible for VMU buildings under this Subchapter may submit an "opt-in" application to allow such development. The application shall specify the properties on which the neighborhood wishes to allow VMU buildings, whether the ground-floor commercial listed in Section 4.3.3.C.2. should be allowed, and whether the dimensional standard exemptions of Section 4.3.3.E.2. and 3. should apply.

4. **All Properties that Allow VMU Buildings: Affordability Standards.** Also as part of the opt-in/opt-out process, for each neighborhood in which VMU buildings are allowed, the neighborhood association or neighborhood planning team may request that the affordable rental units be available for renters earning a lower percentage of the area median family income, to as low as 60 percent of the median family income, pursuant to Section 4.3.3.F.2.b.

5. **VMU Overlay District: Residential Opt-in.** A neighbor-hood that desires to allow VMU buildings within its boundaries on property in a VMU overlay district that is used exclusively for residential use and that is not designated as a MU combining district may submit an application to allow the development. The application shall specify the properties on which the neighborhood wishes to allow VMU buildings, whether ground-floor commercial listed in Section 4.3.3.C.2 should be allowed, and whether the dimensional and parking standards of Section 4.3.3.E.2 and 3 should apply.

6. **Removal from the VMU Overlay District.** A neighborhood may request that the Council amend the boundaries of the VMU overlay district to remove a property from the overlay district.

PART 5. Article 1 of City Code Chapter 25-2, Subchapter E is amended as follows:

ARTICLE 5: DEFINITIONS.

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

A

Awning

A shade device at least 4 feet deep by the width of the entry being served.

B

Building Facade Line

A line that is parallel to a lot line or internal circulation route curb line, as applicable, and the same distance from the lot line or curb line as the closest portion of a building.

C

Civic Buildings

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

- College or University Facilities
- Community Recreation (Public)
- [~~Convention Center~~]
- Cultural Services
- [~~Detention Facilities~~]
- Local Utility Services
- [~~Major Utility Services~~]
- Parks and Recreation Services (General)
- [~~Parks and Recreation Services (Special)~~]
- Postal Services
- Public Primary Education Facilities
- Public Secondary Education Facilities
- Safety Services

- Transportation Terminal

Clear Zone

The area dedicated for an unobstructed sidewalk.

Commercial Use

A use that appears in Section 25-2-4, *Commercial Uses Described*, of the [~~Austin~~] Land Development Code.

Core Transit Corridors

Core Transit Corridors are the following roadways:

1. South First Street, north of Ben White Boulevard;

2. East Seventh Street, west of Pleasant Valley Road;

3. East Fifth Street, from I-35 to Pleasant Valley Road;

4. West Fifth Street, from Guadalupe Street to Mopac Expressway;

5. East Sixth Street, from I-35 to Pleasant Valley Road;

6. West Sixth Street, from Guadalupe Street to Pressler Street;

7. West Thirty-Fifth Street, from Mopac Expressway eastward until becoming West Thirty-Fifth Street Cutoff, and continuing eastward until becoming West Thirty-Eighth Street, and continuing eastward to Guadalupe Street [~~Speedway~~];

8. Airport Boulevard from Lamar Boulevard to I-35;

9. Anderson Lane, from Burnet Road to Mopac Expressway;

10. Barton Springs Road, east of Robert E. Lee Drive;

11. Burnet Road, from 45th Street to Anderson Lane;

12. South Congress Avenue, north of Stassney Lane;

13. Guadalupe Street;

14. Lamar Boulevard, from Banyon Street to Ben White Boulevard;

15. Martin Luther King, Jr. Boulevard, from Pearl Street to Airport Boulevard;

16. Riverside Drive from Lamar Boulevard to E. Ben White Boulevard/Highway 71;

17. Cameron Road, from 51st Street to U.S. Highway 290;

18. Fifty-first Street, from Cameron Road to Manor Road;

19. Gaston Place, from Westminster Drive to Wellington Drive;

20. Briarcliff Boulevard, from Berkman Drive to Westminster Drive; and

[~~21. North Lamar Boulevard from West Anderson Lane/U.S. Highway 183 to West Braker Lane.~~]

Core Transit Corridors, Future

For purposes of Section 4.2.2. of this Subchapter, the following roadways are considered "future core transit corridors" (including all lots with frontage on the listed intersections):

1. South Congress Avenue from Stassney Lane to Slaughter Lane;

2. Slaughter Lane from I-35 to Mopac;

3. Seventh Street from Pleasant Valley Road to U.S. Highway 183;

4. North Lamar Boulevard from Banyon Street to [~~West Anderson Lane/U.S. Highway 183~~] Howard Lane;

5. Manor Road from Dean Keaton Street to 183;

6. Airport Boulevard from Manor Road to I-35;

7. Fifty-First Street from Cameron Road to Airport Boulevard;

8. Far West Boulevard from Mopac to western side of Chimney Corner;

9. Cameron Road from U.S. Highway 290 to U.S. Highway 183;

10. Mesa Drive from Spicewood Springs to Steck; [~~and~~]

11. Jollyville Road from Great Hills Trail to U.S. Highway 183; and

[~~12. North Lamar Boulevard from West Braker Lane to Howard Lane.~~]

D

Director

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

E

F

Façade Relief

Other non-glass materials that differ in texture from the adjacent façade 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 [~~or other non-glass material made to be~~] set in frames, as in windows or doors. Glass includes tinted, fritted, vision, spandrel, and other forms of sheet formed glass. Vegetative screening is permitted only if approved by Director, and may not be used on front façade.

Greenfield Development

Development on an undeveloped parcel located outside the Urban Roadway boundary.

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.

Highways

All freeways, parkways, expressways, and frontage roads identified in the Austin Area Metropolitan Transportation Plan, except for Core Transit Corridors described in this Subchapter.

Hill Country Roadways

This roadway type applies on all properties within 1000 feet of those roadway identified in Section 25-2-1103.

I

Internal Block

One or more lots, tracts, or parcels of land bounded by Internal Circulation Routes, railroads, or subdivision boundary lines.

Internal Circulation Route

A [~~Either a~~] public street or a publicly-accessible private drive that is constructed to satisfy the requirements in Section 2.2.5 (Internal Circulation Routes: Connectivity, Parking, and Sidewalk Requirements for Large Sites) of this Subchapter [~~edged by a curb within a development~~].

J

K

L

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.

Liner Store

A commercial use on the ground floor of a building located not more than 30 feet from the street right-of-way with an entrance facing the street.

M

Maximum Extent Feasible

No feasible and prudent alternative exists, and all possible efforts to comply with the regulation or minimize [~~minimise~~] 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.

N

Net Frontage Length

Determined by subtracting required Internal Circulation Routes, side or compatibility setbacks, easements, drive aisles, sidewalks, and stairs that occur at the building perimeter from the total property length, as measured along the front lot line from property line to property line. (See Figure 48 [~~55~~].) In the case of a curved corner, the Director may determine the end point for purposes of measuring net frontage.

Click here for Figure 48 [~~55~~]: The diagram 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. [~~The net frontage length for this property is the total of lengths A, B and C. Required internal circulation routes, drive aisles, and perimeter sidewalks are not included.~~]

Nonresidential Zoning Districts

The following are the City of Austin nonresidential zoning districts for purposes of this Subchapter:

- NO
- P
- LO
- GO
- CR
- LR
- GR
- W/LO
- CS
- CS-1
- CH
- IP
- MI
- LI
- R&D

O_____
P_____

Pad-Site Building

A building that is intended for a single commercial use and that is physically separate from the other buildings on the site. Typically used in the context of retail shopping center development, a building or building site that is physically separate from and smaller than the principal building and reserved for free-standing commercial

uses. Typical pad site uses include, by way of illustration only, free-standing restaurants, banks, and service stations.

Planting Zone

An area adjacent to the curb in which street trees are planted and street furniture such as benches, bicycle racks, and newspaper boxes are placed.

Portico

See awning.

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.

Principal Street

In this Subchapter, 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 as follows, from highest to lowest:

- Core Transit Corridor;
- Internal Circulation Route;
- Urban Roadway;
- Suburban Roadway; and
- Highway or Hill Country Roadway (Unless the higher road runs parallel to the highway and is within 660 feet of the Highway or within 1,000 feet of the Hill Country Roadway (i.e., a highway development would not have to orient to the Urban/Suburban Roadway next to a highway).

If a lot is adjacent to more than one street of equally high priority, the principal street is: the street with the highest level of transit service, as determined by the Director; or, if the streets do not have transit service or the level of transit service is equal, the street designated by the lot owner.

[~~Publicly Visible~~

~~Visible from a public street or other area to which the public has legal access, at a distance of three feet to six feet off the ground. A site, building, object, or any part thereof is not considered publicly visible if it is visible solely from a service drive.~~]

Q_____

R_____

S_____

[~~Shaded Sidewalk~~

~~For purposes of this Subchapter, a shaded sidewalk shall be any one of the following:~~

~~• A sidewalk at least ten feet wide made of pervious concrete with shade trees at 30-foot intervals, or of standard concrete with the trees planted in tree wells. At least 50 percent of the shade trees must come from the approved list of the Environmental Criteria Manual.~~

~~• A five-foot sidewalk adjacent to a landscape strip at least ten feet wide planted with shade trees at 30-foot intervals. At least 50 percent of the shade trees must come from the approved list of the Environmental Criteria Manual.~~

~~• A sidewalk at least six feet wide covered with weather-protection materials (such as awnings).~~]

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 sq. feet of critical root zone preserved.

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 facade is measured parallel to the street lot line.

Suburban Roadways

All roadways that are not Transit, Hill Country, Highway, or Urban Roadways.

Supplemental Zone

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

T

Trademarked Design Feature

An external design feature, including colors, shapes, and materials, of a building that is trademarked by a building occupant.

U

Urban Roadways

Urban Roadways are roads located within the following boundaries other than those designated as Core Transit Corridors and Highways:

- 183 from Burnet to Hwy 71
- Hwy 71 from 183 to Loop 1
- Loop 1 from Hwy 71 to Lake Austin
- Lake Austin from Loop 1 to Exposition
- Exposition from Lake Austin to 35th
- 35th from Exposition to Loop 1
- Loop 1 from 38th to RM 2222
- RM 2222 from Loop 1 to Mesa
- Mesa from RM 2222 to Spicewood Springs Road
- Spicewood Springs Road from Mesa to 360
- 360 from Spicewood Springs Road to Great Hills Trail
- Great Hills Trail from 360 to 183
- 183 from Great Hills Trail to Braker

- Braker from 183 to Burnet
- Burnet from Braker to 183

V_____

Vertical Mixed Use (VMU) Building

A building that meets the requirements set forth in Section 4.3. of this Subchapter.

W_____
X_____

Y_____

Z_____

PART 6. All existing figures contained within Articles 2, 3, and 4 are repealed and replaced with those figures as shown on the attached Exhibit A.

PART 7. This ordinance takes effect on June 17, 2013.

PASSED AND APPROVED

June 6, 2013 § Lee Leffingwell
Mayor

APPROVED: Karen M. Kennard
City Attorney

ATTEST: Jannette S. Goodall
City Clerk