

## Q1 Are there comments or experiences you would like to share regarding Ineffective Base Zoning Districts?

Answered: 18 Skipped: 23

#	Responses	Date
1	SF minum lot size too large SF minimum width too large No urban housing options	6/30/2014 9:14 AM
2	Providing the smallest number of clear base zoning districts should be the goal. Ideally, Austin would move into a continuous range of housing zonings with a nomenclature like R-1 through R-10 (or so). This would prevent many of the entitlement battles surrounding changing an SF to MF, when really the change is insignificant. Also, compatibility renders many of the base districts obsolete since they may be zoned commercial but can't support commercial density.	6/30/2014 8:50 AM
3	Spot downzoning in the downtown area which imposes compatibility limitations on existing GO and other higher zoning is inappropriate and antithetical to proper land use. This problem is compounded by the failure of compatibility standards in the existing code to take topography into account. A case in point is that Nueces at 18th street is more than 60 feet below West Avenue and DMU 120 would not adversely effect Judges Hill by any objective standard.	6/29/2014 10:08 PM
4	The comment I have regarding ineffective base zoning is not an experience of building, but of activism. I was involved in trying to get more car-free options by allowing <500sf units to forgo parking requirements. The most fierce opposition came from those in the Affordable Housing community, who feared that allowing parking-free options by right would ruin the political deal that they had earlier made for Affordable Housing fund contributions in exchange for forgoing parking requirements. This is just one of many examples where enacting a "deal" within the code means that future changes to the code become impossible to make because there are too many stakeholders. I have written about the problem here: <a href="http://austinyourfeet.wordpress.com/2014/05/11/lets-not-make-a-deal/">http://austinyourfeet.wordpress.com/2014/05/11/lets-not-make-a-deal/</a>	6/29/2014 5:31 PM
5	There are minimal protections in the ETJ. We would like more codes in the ETJ Hill country road way ordinances are not enforced. what is the point of zoning if it isn't enforced?	6/29/2014 5:21 PM
6	I have a property zoned LO-H-MU-V-CO-NP but the "Use" has been residential. No one can tell me clearly what I can do with this property. I get conflicting opinions from various city staff as I go around asking for clarification in order to determine options and costs. So, nothing happens except waste of time.	6/29/2014 4:22 PM
7	the concept of zoning is a good thing (otherwise we'd be Houston). there should be enough types of zoning to address the types of developments people want and need. the "same development regulations to vastly different types of places" doesn't seem like the real problem. Its really the overall constraints placed on developing property and the power of the neighborhoods that restricts smart development. Neighborhoods fight and fight thinking they are going to stop development, but instead, they only fight off the smaller, local, mom and pop type of developments for a while. then a giant national developer comes in and can afford to fight the battles, take the risk, and do a huge development that nobody wants. Look at barton springs road and south lamar as examples. the SOS rules have the same effect. Now ONLY the big box type developments are done because that's the only scale that makes it financially possible.	6/26/2014 2:42 PM
8	The vertical mixed use close to transitional and main corridors are a big concern to me. Compatibility with core neighborhood is extremely important. The infill options are needing some more detail to protect the core. Also, walkability is great, but have you taken into consideration our climate? We are very hot here. We still need our vehicles with air conditioning to move about our neighborhoods. You are correct regarding public transportation. We do not have good transportation options except maybe our Cap Metro. I remain skeptical.	6/26/2014 12:28 PM
9	Another version of an ineffective zoning district is when the zoning is limited to one or two land uses due to neighborhood opposition, and all uses in another much less intense district. It may say CS or GR or LR on the map, but that's not fully accurate.	6/26/2014 9:53 AM

## Cracking the Code: City of Austin Land Development Code Diagnosis

10	As a member of a neighborhood planning contact team member, there has been some frustration that zoning districts and land use categories are overly broad or include different uses that may not all be desirable. Many times we hear cases where the specific use proposed is acceptable to the community, but the zoning or land use category needed for that specific use allows other undesirable uses. We end up adding multiple overlays and conditions to restrict out the undesirable uses. It would be nice to have more flexibility to approve some uses without having to worry that the zoning/land use category could allow something inappropriate in the future. A good example is with commercial zoning. Some commercial uses are welcomed in an area (food sales, day cares, small retail) while others (car sales, auto repair, gas stations) may not be. I think all of the base zoning and land use districts need to be looked at.	6/25/2014 8:02 PM
11	no – seems to make sense	6/24/2014 10:48 PM
12	Generally speaking there are too many overlays and its very complicated to decipher how each one impacts a parcel. MU and VMU are overlays on many commercial tracts and trying to explain what each one means and how it impacts a site is very challenging. Furthermore, MU defers to site area regulations (restricting MF density) when a residential project is developed. Site area requirements are much too high as well and mirror the standard MF-1 to MF-5 zoning districts. Also, there are special provisions for certain use types, ie duplex, two-family, that are in addition to the base zoning. This also complicates things and makes it difficult to understand exactly what applies to each tract.	6/24/2014 4:35 PM
13	The consultant team's analysis is correct. There are too many applications to base districts that apply the same regs to places in Austin with total disregard for their context, particularly with regard to implementing the goals set forth in Imagine Austin. Neighborhood Plans add immensely to that layer of complexity, which Opticos correctly identifies in later portions of the code diagnosis.	6/24/2014 3:04 PM
14	Ineffective base zoning districts are definitely one of the largest issues with the current LDC. The various overlays, watershed restrictions, etc do not make it easy to determine what can be built on a site and what cannot. There are too many layers with Austin's zoning districts, and it is very unclear which regulations supersede others, and oftentimes regulations could supersede each other which leaves us with a nonsensical code. Form-based districts are the way to go!	6/24/2014 2:33 PM
15	This ineffective zoning allows for fourplexes, double-wides, junkyards, duplexes, and an apartment complex to exist in the same neighborhood with single-family homes (i.e. Mockingbird Hill Neighborhood), which does not allow any continuity and makes the neighborhood as a whole unappealing - especially aesthetically.	6/24/2014 2:00 PM
16	Because there are so many variations in zoning, it is very difficult to know what can be done on a particular property without extensive research. This effects buying and selling of properties among many other issues.	6/24/2014 10:09 AM
17	There are too many that lead to consistent confusion. Let's make it simple and help allow the missing middle at the same time.	6/23/2014 5:57 PM
18	s	6/20/2014 5:33 PM

## Q2 Are there comments or experiences you would like to share regarding Competing Layers of Regulations?

Answered: 16 Skipped: 25

#	Responses	Date
1	Especially in the ROW you have meters, power poles, manholes, trees, and sidewalks, ADA drives all competing for the same 8ft behind the curb. Can be complicated in a rigid system.	6/30/2014 9:16 AM
2	Eliminate many of the regulations that have been felt to be needed through the overlays, neighborhood plans, etc... in lieu of a more concise, well-written, but flexible LDC.	6/30/2014 8:52 AM
3	ok, we all understand it's complex. But that isn't the problem really. It's the poor administration of the PROCESS to get a permit. It's the bureaucracy! not the codes really. they are understandable.	6/29/2014 5:22 PM
4	My comments under # 1 apply here.	6/29/2014 4:23 PM
5	the layers have good intent, but the intent is very much lost over the years. The McMansion ordinance was done to keep someone from razing a small home between two other small homes and building a giant house (even though the "giant" house conformed to all the setback, impervious cover, and height limitations that were in place and acceptable for decades prior). But then the rule is also applied to new developments in the urban core?!? If I own 10 lots in a row, why am I forced to comply with an ordinance put in place to protect existing homes?? I can understand that the lots on each end would be subject to the ordinance if there were existing homes adjacent to them, but it should not apply to the interior lots! Single Family-Attached is a good example of competing layers of code also. I can plat duplex lots all day long, but I can only plat SF-attached lots on unplatted property or on an existing duplex lot? do you really think that people would rather have a duplex built next to them instead of a pair of single family homes? there's no reason to allow one but not the other. and you can't even replat to SF-attached lots. you are told to plat single family lots that are large enough for duplex, and then replat again to SF-Attached. Everyone at the city seems to agree that it's a dumb rule and that it's dumb to have to go thru the time and expense of doing it, yet no one does anything about the dumb rule??	6/26/2014 2:43 PM
6	Again, being neighborhood core compatible is crucial. We don't want to lose our ability to restrict non compatible development through condensation of the layers. Density definitely needs to be targeted areas. But which areas? We still need a place to park our cars. Auto centric or not we still need a place to park. Walkable, again is good, but our climate sometimes prevents this due to the extreme heat. Still no good public transportation. Are we getting the zoning to coordinate with the transportation available now and in the future?	6/26/2014 12:35 PM
7	Often times code amendments are done to solve one problem and how it relates to other provisions of the code is secondary. But more importantly, there's no real way to anticipate how one code provision may conflict with another until a real-life situation presents itself (I learn something new in the Code just about every day and I've been here for 14 years!), and then there's much hand-wringing about which governs.	6/26/2014 10:02 AM
8	Some layers of regulations are needed, such as the SOS ordinance, Town Lake overlay, Hill County Roads ordinance. There are unique areas of the city that need separate rules. Don't get rid of them and don't institute a one-size fits all policy. The LDC should treat different parts of the city differently when there is good reason, such as environmental and scenic considerations. Downtown should probably also have different rules than areas on the edge of the city.	6/25/2014 8:05 PM
9	no – point seems to make sense	6/24/2014 10:49 PM
10	My previous comment speaks to this, but I'd add that if the layers can be condensed and (dare I say, removed in some cases), I think we'd have a much more user-friendly Code. It's challenging to understand what supersedes what and how things will be interpreted once you're in review. We need to also stop proposing additional overlays, ie the recently proposed Downtown Overlay by City Staff. Can't this be done through revised base districts?!	6/24/2014 4:37 PM

## Cracking the Code: City of Austin Land Development Code Diagnosis

11	<p>"Competing" is being sugar coating it. Cotradictory regulations with little to no hierarchy is a more accurate way of portraying the combinations of base districts, overlays, and combining districts within the code. Not only is this confusing for the user of the code but also staff trying to interpret the code. Many times the regulations can be interpreted 2 or 3 different ways, leaving everyone confused and frustrated, not to mention the fact that it yields undesired development.</p>	6/24/2014 3:04 PM
12	<p>Having so many pieces to the puzzle that do not always fit make it very difficult at times to determine what can and cannot be built on a site, how big it can be, how tall it can be, etc. I mentioned this already in the ineffective base zoning districts section, but adding more clarity to which regulations supersede others along with clearer grandfathering regulations would be helpful. Perhaps building all these layers to exist within the zoning districts would help?</p>	6/24/2014 2:40 PM
13	<p>1. It seems that only the very well connected can get answers from the City about a particular parcel's possible uses in a timely fashion. 2. City staff are not held to their opinions/statements. An owner can be told a certain use is possible. And then told "oops, that other guy was wrong."</p>	6/24/2014 8:01 AM
14	<p>We recently bought a house with no garage, and wanted to build a garage, perhaps with some additional space for a mother in law type apartment. It has taken us several months and spending several hundred dollars just to get some idea of what we might be allowed to build.</p>	6/23/2014 8:45 PM
15	<p>To the extent there are conflicts, a set of principles should guide how to resolve them, like missing middle, reducing the over use of a car-centric code, etc.</p>	6/23/2014 5:59 PM
16	s	6/20/2014 5:33 PM

### Q3 Are there comments or experiences you would like to share regarding Complicated "Opt-in, Opt-out" System?

Answered: 17 Skipped: 24

#	Responses	Date
1	Definitely has made things difficult to maneuver.	6/30/2014 9:19 AM
2	none	6/30/2014 8:54 AM
3	Adding the "neighborhood" layer to our government is anti-democratic and exclusionary. Few people have time to track policies at the federal, state, county, city, AND neighborhood layers. Neighborhood leaders are not elected in competitive elections using secret ballot elections like city councilmembers are. Neighborhood politics are filled with explicit and implicit rules excluding renters and people who move frequently from participation. Many people who live in the city of Austin do not even know which neighborhood they live in, what official neighborhood organizations there are, or how to elect neighborhood representatives. Almost invariably, neighborhood politics are dominated by older, richer residents who have time to give to yet another layer of governance. The fewer decisions left to these anti-democratic institutions, the better.	6/29/2014 5:36 PM
4	Neighborhoods want to be unpredictable and not all alike. we like our neighborhoods they way they are	6/29/2014 5:23 PM
5	I have a MU - V zoning and don't know how I am affected by "Opt-in, Opt-out"	6/29/2014 4:24 PM
6	never really dealt with it. sounds like a "have your cake and eat it too" type of scenario that the neighborhoods try to take advantage of?	6/26/2014 2:43 PM
7	The infill options tools still need to be approved by each neighborhood core.	6/26/2014 12:37 PM
8	Central city neighborhoods that are more familiar with the Code often use the political process to opt-out of provisions that are appropriate and originally intended for their area.	6/26/2014 10:07 AM
9	Opt in and opt out can be appropriate when there are good reasons for different areas to have different rules. It also preserves some local neighborhood say in how their area is developed. Again, one-size fits all would not be a good way to redesign the LDC.	6/25/2014 8:09 PM
10	no -- point seems to make sense	6/24/2014 10:49 PM
11	We need to stop allowing a few very vocal individuals from every neighborhood to dictate the future of those neighborhoods. The neighborhood planning processes are not democratic, nor are they representative of neighborhoods as a whole. Look at the facts and data on number of participants in the various planning processes. The opt-in/opt-out system further complicates the process and understanding what can and can't be built on a property.	6/24/2014 4:39 PM
12	The opt-in, opt-out system, while well-intentioned, is another part of the planning process in Austin that has yielded unwanted development and disenfranchised groups within neighborhoods in the name of "neighborhood preservation and planning". This system should be drastically changed or done away with altogether.	6/24/2014 3:05 PM
13	Opt-in, Opt-out needs to go. I have seen several instances where a zoning ordinance specifies that certain tracts have opted in to certain provisions and opted out of others. Either the regulation applies or it doesn't, and these zoning ordinances are creating cases of spot zoning, which does not help and ultimately defeats the purpose of zoning.	6/24/2014 2:48 PM
14	The City will alienate huge numbers of involved citizens who worked hard on their plans when you decide to ignore them.	6/24/2014 8:02 AM
15	I'm all in favor of freedom of choice rather than the present dictatorial city council. So I am in favor of the present "opt-in" "opt-out" system.	6/23/2014 10:12 PM
16	It seems weird. I'd rather have a consistent code without tons of neighborhood plan overlays. If there are differences between areas, handle that in code. For example, "on lots of size X, A, B, and C are allowed."	6/23/2014 6:01 PM

17	s	6/20/2014 5:33 PM
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### Q4 Are there comments or experiences you would like to share regarding Lack of Household Affordability and Choice?

Answered: 21 Skipped: 20

#	Responses	Date
1	When we float bonds for affordable housing we are simply subsidizing what is essentially expensive housing with taxpayer money. What we really need to do is allow housing options that can be built at market rate that are more affordable than a single family home on 5,750sf urban lot, or high rise condo.	6/30/2014 9:21 AM
2	This seems to be a key goal of all parties, but almost all the recent changes at City Hall, One Texas Center, or the LDC add development cost and/or limit density of housing units. This will be a critical, but monumental, shift in mindset for the City of Austin. For example, charging resubmittal fees on first round of comments for plan review, two types of "license agreements", CO2 tank / piping as hazardous materials permits, increased SDP and permit review periods, and many layers of new regulations, have all added cost and made small business more difficult.	6/30/2014 8:58 AM
3	Please preserve parking. Surface parking is preferred. Infill and increases in density should be very limited.	6/29/2014 9:42 PM
4	Many of our most walkable locations—within walking distance of the great concentration of destinations downtown—are inappropriately zoned for anti-density, resulting in a tiny selection of homes within walking or biking distance of downtown and hence exorbitant prices. Everybody should be able to live in walkable locations, if they are willing to trade-off other factors, such as home size, lawn size, proximity to other homes, etc. Allowing more housing and fewer requirements (such as maximum DU/acre, FAR, or minimum parking) would allow us to spread the largest cost (land) over more people, creating more affordability, and reduce household transportation expenditures.	6/29/2014 5:48 PM
5	There is lack of affordability because the city has not managed growth properly - encouraging businesses to relocate without infrastructure. Businesses should not be brought in without a traffic plan, water plan and housing considerations. It's not the wild west anymore. The city has to be run as a whole entity, not just bring in jobs and all will right itself.	6/29/2014 5:27 PM
6	I have a slightly undersized lot in old central Austin (45' wide). I think current code would prevent me from creating two dwelling spaces which the lot would easily accommodate. I totally agree with the objective of the code re-write. One of the biggest limitations I run into is the enormous extra cost created by off-street parking requirements when trying to add efficiency dwelling units to garages or as secondary structures to existing residential or small commercial lots.	6/29/2014 4:31 PM
7	dont allow maintenance to set the rules. keep a public record of official interpretations of rules and gray areas similar to osha. keep AWU from extorting money from developers. make smart housing projects easier (VERY hard to have land deemed compliant because of platting/zoning/location issues) keep the city from being able to ask for developers to do everything in such a gold plated manner. all of the issues above cause land and construction costs to go up, and we wonder why home prices go up?? we spend 50% of the money solving 90% of the problems and the other 50% solving the last 10%. we don't have to solve EVERY problem. it doesn't have to be perfect. i wish private projects had the same leeway/standards and public projects!!! and we waste land on access drives and staging and setbacks to ponds. private pond rules need to be adopted for public ponds. the city says the 50' setback from existing and proposed structures is for "safety", but the maintenance guys will say that it's to keep homeowners from complaining about noise when they go maintain the ponds. it's all overkill. these city folks don't have any real world experience with the WHOLE project, just their one area, so they make rules to make their one little area perfect not realizing how much money it costs, how much it adds up, and often how little a difference it even makes. and why does it take 2 submittals in every other city/county in texas to get a permit, but 5 or 6 in austin????	6/26/2014 2:50 PM
8	I absolutely do not like all the high rise development, especially south of the river. The Lamar Heights corridor being a good example of something I do not think is going to be a good thing. We still need parking!	6/26/2014 12:40 PM

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9	Though maybe intended to be well meaning and make for a better development in the end, a cumbersome land development process makes for more expensive development which in turn affects the ability to provide affordable housing.	6/26/2014 10:12 AM
10	Increasing density should not come at the expense of neighborhood character. Garage apartments and detached duplexes should be used in areas of detached single family housing. Slightly denser areas should have small apartment complexes, triplexes/quadplexes, and townhomes. And so on as the neighborhood character is different. The code should make it easier to build a wider variety of housing but neighborhood character considerations should be included as well.	6/25/2014 8:12 PM
11	I agree -- need more choices; would like to see "mother-in-law" type apartments (small one inside a single family home), adult dormitories (share in common spaces that are often doled out one per tenant, like garages, kitchens, living rooms). Would also like to see higher average density -- but with higher variability -- think parks next to apartments next to single family homes.	6/24/2014 10:51 PM
12	People bought their properties based on the zoning and a reliance on code that maintains their existing neighborhoods, to force what is called, "affordable, more condensed" housing in neighborhoods that were never designed to withstand the increased demands on infrastructure, let alone drainage and environment issues is really somewhat naive. "Lowering the cost to developers" is truly an unbelievable, one-sided statement throughout this process, these are the folks that are ALREADY getting waivers from building the necessary infrastructure b/c they pay out of their duties and guess who lives with theirs and the City's irresponsibility? The neighbors and businesses living/working next to these semi-compliant lots. In addition, this talk of "auto-centric" outdated 30+ year old code, come on, the automobile is not going away in our life times, it will be another 100+ years before that happens. You can try, but it is not going to happen in our lifetimes. When you look at newly built "affordable, walkable, denser" neighborhoods like Mueller, no one wants that - it's so condensed, those people are buying b/c of the lure and then leaving within 1-2 years because they don't want to live on top of each other. And then they are buying on much bigger lots where...guess what...they have to drive to work, school, groceries, restaurants, etc Texas, Austin is THE state of land, this is not Chicago, NYC, Oregon, Paris, Moscow - consolidating everyone into "walkable, condensed" living like in Portland, less than half of the size of Texas, is ridiculous. Our in-laws live in Portland and guess what? No one wants the "dense" lifestyle they pushed (emphasis on past tense, they aren't pushing this as much anymore!), they are all moving out to the suburbs, Lake Oswego, etc. and even there, land is at a premium... Sure, the LDC could use some adjustments, but an overhaul, with this blatant, one-sided angle towards, denser, walkable, affordable, developer-friendly slant isn't fooling anyone. We want to work with the City, but all of these videos, chats, town halls, meetings, community interests, boxes, is so ridiculously one-sided, come on, you are not kidding anyone.	6/24/2014 8:41 PM
13	There are many barriers in our current code to developing on small lots (unless property has small lot amnesty, but I understand its still challenging even then), mansion style, duplexes, triplexes, etc. We should consider the locations these are appropriate (not by simply relying on outdated neighborhood plans arrived at by a few), and then put tools in place to incent or at a minimum, make it easier to get the product on the ground.	6/24/2014 4:41 PM
14	We can't build enough housing options because of over complicated regulations and high barriers to entry caused by neighborhood interest groups and environmentalists who have driven the conversation in the past. Without an easy path to develop urban, downtown infill, development has been pushed to the ETJ and surrounding jurisdictions which has created sprawl, increased cost of services, higher cost of development/living, and transportation options.	6/24/2014 3:05 PM
15	When the median income is not enough to purchase the median house price, there are problems. More housing supply and more housing variety is crucial to helping Austin become more affordable. New zoning districts that allow for more dense residential developments will provide more options for a variety of people, as well as increase the supply, which will (theoretically) drive down costs.	6/24/2014 2:50 PM
16	Your photo is an ADU, not a nonprofit monster-project. Other cities have pre-approved universal design ADUs with fast track permitting and benefits to owners for affordable rental rates to encourage affordability on the micro scale. I tried for five years to build an ADU and gave up, lacking the savvy and connections needed to deal with the City and \$150,000 to build. We went through three architects, none of whom knew the code on ADUs or wanted a low price, small project that required dealing with the City. The investor doing the same ADU over and over in my neighborhood can build quickly and for about \$60,000 (per rumor).	6/24/2014 8:09 AM
17	Super density will ruin the character of most neighborhoods while being a boon to most developers. Many on the city council are only interested in helping the fat cat developers at the expense of neighborhoods.	6/23/2014 10:14 PM

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18	We would like to be able to build a small apartment, but we cannot because of current code requirements.	6/23/2014 8:45 PM
19	Austin has gone from an extremely affordable city to one almost out of reach for all but the rich in a very short time. This is almost entirely due to the completely predictable result of restricting development in central Austin. As the demand grows for access to the center city we must create a range of housing types that the market can create to meet the demand. Unfortunately there is 3 decades of poor city policy on this creating the crisis and it will take decades to reverse. But we don't stand a chance of getting there if we don't take a new approach immediately. We need more housing across the board and more types of housing to fill specific needs. SF houses are lovely for some. But why can't someone who wants one buy a town house in Austin (almost completely absent from the market)? We need to streamline and simplify all the regulations that make completely sane and compatible buildings legal again.	6/23/2014 8:10 PM
20	This is the central and most important task for code next. Let's allow small multiple family buildings on SF-3. Walk up apartments, the "Austin limestone" instead of the Brooklyn Brownstone, etc. We can still have great streets and great neighborhoods but significantly contribute to housing supply.	6/23/2014 6:02 PM
21	s	6/20/2014 5:33 PM

## Q5 Are there comments or experiences you would like to share regarding Auto-Centric Code?

Answered: 20 Skipped: 21

#	Responses	Date
1	Ironically the McMansion Ordinance only accommodates one parking space (200sf waiver against FAR calculation), yet 2 off street parking spaces are required. We definitely need a "Come to Jesus" on how we handle cars and parking in residential design.	6/30/2014 9:23 AM
2	Greatly reduce, or eliminate, minimum off-street parking requirements, especially for small, urban housing developments. Encourage density as a whole to prevent all the fastest growing metropolitan communities from being the furthest from downtown (as is currently the case). Allow car-sharing and promote mass transit to keep Austin moving. Use a fraction of the transportation money on a driving PA campaign. I've been in many major cities around the country, and for some reason, Austin's drivers are highly unpredictable and/or slow, which causes everyone traffic problems.	6/30/2014 9:02 AM
3	Please maintain parking requirements. Limit infill and density increases in established neighborhoods.	6/29/2014 9:58 PM
4	Parking requirements are definitely a problem in creating auto-centric, pedestrian-hostile places. But they are also problems in two other ways: 1) They are a social-justice problem. Automobile ownership is correlated with wealth. Requiring poorer residents to pay for parking spaces because their richer neighbors all have cars is terrible. In MF housing with shared parking spots, poorer residents are often literally paying for their richer residents to have a place to park. In other places, poorer residents are being forced to pay for amenities they don't need. In still others, poorer folks can't afford to become residents because of the added costs of parking. 2) They not only make places uncomfortable for pedestrians, they distort economic decisions about transportation. Driving is expensive and allocating space for parking is a large part of that. Because most people pay nothing out-of-pocket for parking, this makes driving seem less expensive for the individual than it actually is for society. Parking doesn't just serve drivers, it creates drivers. Speaking about the problem with "high parking requirements" is wrong. The problem is parking requirements, period. Lowering parking requirements is good, but not enough. Innovative concepts like "parking-free buildings" should be allowed to exist everywhere. Most buildings in auto-dependent places will still provide parking due to market demand, but if people need parking as an amenity, they will demand it from developers. Codifying minimum parking (or any other non-health-and-safety) requirements in the LDC when the market would demand it anyway makes it that much harder for development to change when needs change. When I moved to my current apartment, it was much cheaper than average for downtown. I asked the landlord why and he said, "Because it doesn't have parking. Previous residents paid for parking across the street." This could not be a better illustration of the facts that: 1) required parking raises housing costs, 2) even units that don't come with parking will find a way to pay for parking if they desire it, 3) parking requirements are a cross-subsidy from on-average poorer, car-free households to on-average richer, car-owning households.	6/29/2014 6:12 PM
5	we need a comprehensive traffic plan. Not piecemeal. it's not an afterthought. We don't just want to be another big city. unaffordable downtown/central Austin housing drives suburbia which drives traffic and congestion. It's a mess in South Austin. Rail will not fix it, because people drive from the WEST into town. There is not convenient way to park and ride the rail if you are coming from the WEST. Better planning	6/29/2014 5:31 PM
6	See previous comments. I have two properties suitable for developing garage apartments or secondary dwelling units which are close in, central east Austin and close to public transportation, walking distance to U.T. and Capitol but construction is prohibitively expensive due to off street parking requirements.	6/29/2014 4:34 PM
7	the world is still autocentric. i don't know how you retrofit a city that developed after WW2 into a non-autocentric city. you can encourage other forms of transportation, but for now, it's cars. losing lanes to add bike lanes is killer. you often lose a lane, going from 3 to 2 or 2 to 1. why devote 35% or maybe 50% of the road to 3% of the population? London, NY, and Paris developed before the car, houston and LA after. you can't force one to be the other.	6/26/2014 2:52 PM

## Cracking the Code: City of Austin Land Development Code Diagnosis

8	The above picture, Auto-Centric Code, showing home and a several-level parking garage next to it reminds me of Hyde Park Baptist Church. Before their garage was built, church-goers were parking along every available curb in the immediate area, sometimes obstructing private driveways. (We used to live within two blocks of the front entrance.) HPBC started acquiring private property all around, either to expand its plant or to use as parking lots. I'm all for the mission of this church, but it seems out of place in a neighborhood from which it draws very little of its large membership. Where ought mega-churches to be? Will Code Next address this issue.	6/26/2014 2:52 PM
9	I completely disagree. We cannot lower our parking requirements. I do not want downtown south. Transportation needs to come before all this development.	6/26/2014 12:43 PM
10	I agree that parking requirements are too high and too much impervious cover is used for parking. However, if all parking requirements are done away with and alternative transportation is not boosted, you will still have congested streets. Reducing parking should go hand in hand with increased public transportation and better bike/ped facilities. Maybe tie parking to the ability to get around without a car. Inner city areas where biking and taking the bus are easy should be the first to have reduced parking requirements. One note though is that reducing off street parking can lead to more on street parking. Bike lanes displace on street parking and bicycle and on street parking are not compatible (dooring), so an effort must be made to ensure that these areas with reduced parking requirements will actually have fewer vehicles.	6/25/2014 8:18 PM
11	chicken-egg problem – if we had rail (or even skybuckets), we could then build highly dense facilities near transit stops. But hard to discourage auto if no reasonable alternatives. Remember good bike storage near transit stops also helps, along with bike-friendly transit (like bike racks on buses)	6/24/2014 10:53 PM
12	We need to move away from this model while also being careful to look at the unintended consequences of required connectivity, additional sidewalks, etc. For example, impervious cover is increased in most cases when you look to extend more roadways. Costs also go up for developers and can impact affordability. City should look at granting impervious cover breaks if increased connectivity is being provided. Look at all sides of the coin.	6/24/2014 4:44 PM
13	Doing away with downtown parking requirements was a great step in promoting fewer cars downtown. This should be looked at on a city wide scale, particularly within urban neighborhoods. Current parking requirements are way too high and should be further reduced in order to promote less of an autocratic model of growth.	6/24/2014 3:05 PM
14	High parking requirements are necessary when you have a city that is lacking in mass transportation options. I know a LDC cannot create mass transportation options, but perhaps reduce parking requirements in areas that are in close proximity to either a BRT stop or an urban rail stop, to increase usage of public transit systems and increase support such systems when they appear on the ballot.	6/24/2014 2:53 PM
15	This auto-centric code is exacerbated by not making alternatives more accessible. The lack of completed ADA compliant sidewalks is a glaring issue, in addition to not enough and not nearly wide enough bike lanes throughout the city and not just in the Hyde Park through South Lamar/Congress areas. By not providing a viable alternative to cars those that do not have to rely on public transit don't and won't. Additionally, merely shifting lanes over 36 inches to add a bike lane won't encourage more cyclists to bike to work because they will be too close to traffic. Bike lanes need to be 4-6 feet wide to encourage more cycling (i.e. San Francisco)	6/24/2014 2:08 PM
16	The bus comes every 32 minutes to my neighborhood in 78745. Reduced this year from every 27 minutes. There is no shade at the stop. I am afraid of S 1st/Manchaca/S Lamar since there are no protected bike lanes to help me feel less vulnerable if I bike. Why would I NOT drive?	6/24/2014 8:12 AM
17	What a "1984" approach. Propaganda and double-speak. Austinites do not want to live like a crowded can of sardines! The developers are the only ones who want super density...and they certainly do not live in the Tyler of housing they are dictating for everyone else.	6/23/2014 10:17 PM
18	Minimum parking standards make development difficult and encourage auto oriented sprawl. It also imposes a great deal of cost onto everyone, whether they want to pay for it or not. Allow the market to decide what parking is needed for lots and - the development code is not nearly "smart" enough to figure where and how much parking should be required for each lot.	6/23/2014 8:13 PM
19	VMT for individuals has been reducing for five years. Traffic across the I35 bridge has been level for five years. People are taking individual actions that matter and this trend should be recognized...	6/23/2014 6:49 PM

# Cracking the Code: City of Austin Land Development Code Diagnosis

20	It's the 21 <sup>st</sup> century. Let's not require parking everywhere. Instead, let developers figure out the right amount of parking to maximize their investment. We also have plenty of on-street parking available: Let's use it. Empty streets mean higher speeds, and that makes them more dangerous.	6/23/2014 6:03 PM
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## Q6 Are there comments or experiences you would like to share regarding LDC Not Always in Line with Imagine Austin?

Answered: 15 Skipped: 26

#	Responses	Date
1	Currently the "small lot amnesty" infill tool is working through staff for a significant revision that will essentially nullify the infill tool (it is proposed to change the wording so it only applies to vacant lots). Meanwhile small lots are supported by Imagine Austin. We definitely need to get in line with Imagine Austin.	6/30/2014 9:26 AM
2	Density needs to be promoted and the LDC / City Council needs to look out for what's best for Austin long term, and as a whole. Right now the whims of too small a percentage of "neighbors" are being allowed to determine what development makes sense, or where it should occur.	6/30/2014 9:03 AM
3	You must consider the City and the suburbs. I realize the tax base is separate, but the county and city must work together. Imagine Austin is about Central Austin - not all of Austin.	6/29/2014 5:33 PM
4	the code, and more so the criteria, and even more so the reviewers HATE density. yet we want it? you'd be amazed how often we hear a reviewer say "it's just too dense".....i always want to ask if they are going to trump the entire city council and imagine austin plan with their own opinion of how the world should be.	6/26/2014 2:54 PM
5	Yes! We cannot develop more until transportation is addressed. We need our neighborhood core protected from becoming down town.	6/26/2014 12:44 PM
6	The bigger picture is a easier to come by than changing the Code to implement the ideas contained in Imagine Austin. Though dysfunctional, the LDC is near and dear to many, neighborhood and developer-type alike, and there are groups who will spend a lot of time protecting their investments in the Code, and remain opposed to change.	6/26/2014 10:19 AM
7	The LDC should enable Imagine Austin to be implemented, yet should still respect community wishes. Imagine Austin is fairly vague and there are a wide variety of ways it can be implemented.	6/25/2014 9:06 PM
8	We have "given away" much of our view property. I wish more places were like Mount Bonnell, where the very top of the mount is public space, even as the sides are relatively exclusively-priced housing. Code should strongly encourage "view space" both to individual units and to the public -- goes along with encouraging not just higher density, but higher variability in density -- open space next to multi-story, for instance.	6/24/2014 10:56 PM
9	This seems obvious and is a key reason we're amending the Code. Furthermore, I would point out that neighborhood plans are also not in line with Imagine Austin. Everything should be on the table if we're really looking at this comprehensively.	6/24/2014 4:45 PM
10	One of the main goals of Imagine Austin is to focus density and growth along corridors and nodes of job centers. Compatibility standards directly in the path of densifying corridors and nodes, particularly with downtown sites. The broad applicability of this regulation is not context sensitive and should be looked at extensively and revised accordingly.	6/24/2014 3:22 PM
11	Neighborhood Plans do not align with Imagine Austin. The majority of the NPs are outdated and prohibit progressive development to accommodate Austin's staggering growth. IA was written with the intention of fostering smart growth throughout Austin and such growth is repeatedly halted by these neighborhood plans. The new LDC should absolutely supersede all neighborhood plans.	6/24/2014 3:07 PM
12	Affordability is ignored or handled symbolically	6/24/2014 8:13 AM
13	So what!?! Imagine Austin should not be a sacred cow.	6/23/2014 10:18 PM
14	Not only is the LDC not always in line with Imagine Austin, it is diametrically opposed to the most important precept of building a "compact and connected city". The LDC encourages auto-oriented sprawl in many many ways.	6/23/2014 8:14 PM
15	The code should work on having a more compact and connected city as a first priority.	6/23/2014 6:04 PM

## Q7 Are there comments or experiences you would like to share regarding Lack of Usability and Clarity?

Answered: 15 Skipped: 26

#	Responses	Date
1	Nope. Everyone gets this. Even staff has cheat sheets to try and understand the code, and staff has trouble understanding things. That's a clear sign.	6/30/2014 9:27 AM
2	addressed earlier. Thanks!	6/30/2014 9:03 AM
3	The planning department and permit process is chaos. Fix it. The zoning commissions should be a paid position	6/29/2014 5:34 PM
4	Totally agree	6/29/2014 4:35 PM
5	it's VERY common to get a long way down the road and find some piece of code or criteria in a different section that trips you up. Why do i invoke the mcmansion rules on myself if i own 4 or 5 or 10 lots in a row? why is single family attached housing not allowed the same way duplex is? Why do some rules apply to each lot in the pair of single family attached housing, but others apply to the pair as a whole (often it's left to interpretation and it NEVER goes the way of the developer). Why are commercial design standards shoved down our throat all over, and applied way beyond logical application? keep austin weird by making it all the same!?! Why is the parks department so hard to work with? their rules are very cumbersome, and their logic is bad, they are slow, they are very demanding, don't negotiate well, and are unrealistic yet seem to be able to do whatever they want.	6/26/2014 4:41 PM
6	So can you crack the code now and use what is available now to integrate a new organization?	6/26/2014 12:46 PM
7	It leads to much misinterpretation that can be exploited by staff, neighborhoods and developers alike. People who need visuals to understand are out of luck!	6/26/2014 10:22 AM
8	The code should be made easier to use with clear, consistent language. However, beware simplification for simplification sake. Sometimes, things are complicated for a reason. Complex issues should not be oversimplified because it is convenient. There should be clarification of the code, so people can easily understand the issues involved.	6/25/2014 9:08 PM
9	It's WORSE now!! Saw the latest updates to the code online, are you kidding?! It's worse! AND doesn't look anything like what is being touted and pushed in this bullet point!!	6/24/2014 8:42 PM
10	Less legal-ease would be appreciated and better organization. Let's put all the regulations for a certain zoning district in one place. Easier for staff and users of the Code.	6/24/2014 4:45 PM
11	Lack of hierarchy, too much legalise, almost no graphics. Everything Opticos outlines in the code diagnosis rewriting the code will help with this. Improving upon the structure and layout will provide more predictable interpretations and will allow users to better understand intent of the code at the same time.	6/24/2014 4:07 PM
12	I almost never use the hard copy of the Code; I do know however that it is not updated frequently enough.	6/24/2014 3:14 PM
13	I think having the information readily accessible to constituents will make it easier for all of us to preserve the integrity of the areas we live in. Knowledge is power.	6/24/2014 2:09 PM
14	Staff is often dismissive and free to issue new opinions at a whim. They should be held to their findings since owners rely on them, often to their detriment.	6/24/2014 8:14 AM
15	Needs a total update. If even the people that professionally interpret the code are calling for a simplification, you know there's a problem.	6/23/2014 6:05 PM

## Q8 Are there comments or experiences you would like to share regarding Ineffective Digital Code?

Answered: 18 Skipped: 23

#	Responses	Date
1	i've used it so much that i know how to look for things, but there should still be a better global search option. also, i am VERY confused as to how rules are adopted but often not posted for a month or more. how can we be required to follow rules that aren't even on the city's website?? If you went to the IRS web page and read a rule and did your taxes and you got fined because it wasn't the most up to date rule, you would go nuts! but it's ok here? same with the forms and applications.....so many are out dated. and the legal/easement documents are incomplete, old, confusing, and the process takes as long as they want with no accountability? (but AWU is like that also) also, there are tons of dead links all over the city website! and how is there not an easily accessible org chart for each department and sub department?? and the charts you CAN find don't have phone numbers so you don't know how to contact that person.	6/30/2014 10:35 AM
2	Digital code seems to work okay for me, but I can certainly appreciate any improvement.	6/30/2014 9:28 AM
3	I don't find this unusually difficult, although I'm sure higher-tech upgrades can be made.	6/30/2014 9:04 AM
4	Unifying the code format and providing a more usable index would be good. At the practical level, City permit office workers don't seem to know the code very well. Sweeping changes would be bad. Forcing changes to existing neighborhoods is undesirable.	6/29/2014 10:16 PM
5	Yes agree	6/29/2014 5:34 PM
6	Totally agree	6/29/2014 4:35 PM
7	So integrate a new code using what we have now.	6/26/2014 12:47 PM
8	I still use the paper format. My notes contain visuals, clarifications, interpretations, highlights of the really important provisions, and cross-references to other sections of the Code, all things one can't do online.	6/26/2014 10:25 AM
9	The digital code should absolutely be revamped to be more user friendly. There should be an easier way to search as well as cross-indexing so similar items can be easily accessed. Right now, it is very difficult to find code when you don't know exactly what you are looking for.	6/25/2014 9:09 PM
10	I am a big fan of legal materials that are easy to find, study, and read online.	6/24/2014 10:57 PM
11	See #7 comment above.	6/24/2014 8:42 PM
12	No need to elaborate here; it could only improve in my opinion. The digital code is awful.	6/24/2014 4:46 PM
13	The interim implementation of Municode has helped marginally. There still needs to be a more user friendly interface where information can be easily searched, saved, and book marked. The current system makes the lack of hierarchy within the LDC even more apparent and further confuses the code.	6/24/2014 4:07 PM
14	It would be beneficial to go back to Franklin Legal as the web source for the Code and ditch Municode. Municode makes it nearly impossible to find what you're looking for if you are unsure which section to search... ctrl+f, for example, is something I use daily to quickly zoom to what I want and Municode kills this efficiency.	6/24/2014 3:14 PM
15	An interactive map, that you can zoom in on, that details how different areas of the city are coded and that shows descriptions of what that should be in case something is not compliant.	6/24/2014 2:12 PM
16	I am afraid of change in this category given how poorly the City website redesign turned out.	6/24/2014 8:15 AM
17	This point is very true to me. I built a house in 2010 and was the contractor on the project, which was my first and only time building a home. When I tried to reference this digital code I found it almost impossible to use or navigate or understand. It is in a horribly outdated format.	6/23/2014 9:44 PM
18	Make it searchable, and even allow tags. Track the areas that have the most confusion.	6/23/2014 6:05 PM

## Q9 Are there comments or experiences you would like to share regarding Code Changes Adversely Affect Department Organization?

Answered: 16 Skipped: 25

#	Responses	Date
1	<p>i think the biggest issue is lack of initiative, simply making more work for themselves. they claim to be soooooo busy but it's because you have 4 or more submittals to get a permit, instead of 2 like in every other city/county. and they want you to analyze all the existing drainage systems even though you are discharging less in developed conditions than existing (because of detention). Why give us that extra work to do and then the extra work to review? they nitpick and every tiny thing, and by the end of the 4 or 5 rounds of review, a normal person could not even tell the difference between the first submittal and the last. I want to know what benefit they get from the incredibly anal review of every little thing. And this is true at every level. The amount of scrutiny put on a preliminary plan requires me to have almost 80% of my construction design done. Then i STILL have to plat it and THEN do construction plans. The prelim is to see if my concept is feasible. why do i have to do a bunch of design and analysis on something that may or may not even get permitted? And this type of requirement means there are more things to review, more comments to make, more work for everyone. and there is NO efficiency gained by this. the construction plans are scrutinized by a different group of people (or mostly different) and have their own ridiculous levels of analysis. as for overall process/organization, i probalby should have led with this because it's the most important and actually answers the question at hand.....EVERY level of horizontal development/construction permit review (prelims, plats, subdivision construction plans, and site plans) needs to be under the same management as the inspections and construction close out processes. I actually think it is now, but it's not handled as such. different assistant directors manage the processes, and the director doesn't actively deal with or coordinate them. if there is a problem they are finding in the field during construction, they (inspectors) need to meet with the review staff and educate them on the issues. Instead, it's up to the engineer to go between them and coordinate for them. more and more rules are put in place to avoid one or two isolated issues, instead of ongoing communication btwn the reviewers and inspectors to only change what needs to be changed, when it needs to be changed, instead of knee jerk reactions and over-correction. otherwise, i think staff uses the "organization" stuff as an excuse. they are busy enforcing their personal goals and opinions instead of getting projects in and out.</p>	6/30/2014 5:31 PM
2	<p>Decisions should be made at staff level and not at council or planning commission level. Would free a lot of time up for everyone.</p>	6/30/2014 9:29 AM
3	<p>Many cities, like San Antonio, have a kickoff review meeting where all the departments are represented. This provides a tremendous amount of feedback in a short period of time, and helps determine, and ultimately resolve, conflicts between departments in a quicker fashion. Ideally, reviewers shouldn't all have to check in with each other on questions, as this leads to conflicting answers. Where there are gray areas in the Code, the less expensive / strict position should be used, although this never seems to be the case. This also helps with development cost.</p>	6/30/2014 9:07 AM
4	<p>I'm fully for streamlining PDR, but the idea that development review will ever be a minimal step is misguided. By-right works. We need much more of it.</p>	6/29/2014 6:12 PM
5	<p>Agree that the organization must change, but it's not a code driven problem</p>	6/29/2014 5:35 PM
6	<p>I have to go to too many departments to get all the answers and then end up with conflicting opinions.</p>	6/29/2014 4:36 PM
7	<p>Rewriting the code can be done with integrating each core neighborhood. Most citizens are not aware of the importance of paying attention to this process. I just recently awakened to the possible effects this may have on my neighborhood. I am not sure how more neighborhoods can be made aware, but maybe the local news stations could feature the "nut shell" impact.</p>	6/26/2014 12:53 PM

## Cracking the Code: City of Austin Land Development Code Diagnosis

8	Part of the problem is that Staff generally doesn't provide ongoing training on code changes (and seriously they don't have time because there's always a queue full of code changes that are in different parts of the review process). The other is that the LDC is so complex that unless one has worked at the City for more than a few years and learned the hard way during that time, they don't have a good working knowledge of the Code. But a lot of Staff don't stay more than a few years, so there's a reliance of Staff who have been around a long time to interpret the Code for the less experienced.	6/26/2014 10:33 AM
9	It should be made clear what department is responsible for what section of the LDC. There may be instances when multiple departments are involved, but there should be a single point of contact. However, we should not give anyone in staff too broad powers or else you will have situations like the outdoor amphitheater at the LifeAustin (formerly Promiseland) Church in Oak Hill. There, a single planner authorized construction of a large outdoor music venue via e-mail without notifying any of the surrounding neighborhoods. A single point of contact should not have final decision making ability but make it easier for interested parties to interact with the city.	6/25/2014 9:16 PM
10	Although people hate being entirely rule by algorithm or calculation, using them to promote clarity and self-examination (but allowing for human intervention when needed) is a good combination. My sense is that Austin's code could use a lot more "algorithm" before it would become anywhere near too much that way.	6/24/2014 10:58 PM
11	Very much agree; more efficient Code with less "gray areas open for interpretation will lend itself to a less complex process and review. Digital submittals and less paper will also aid in the clean up of the PDR department.	6/24/2014 4:47 PM
12	It has become commonplace and expected to get more than one, or two, or three answers/interpretations to the code and process of development. Some of this is related to content and usability of the code in general, but it is largely due to the number and frequency of code changes. City staff wants to implement dozens of changes every quarter in addition to planning processes that are largely unadvertised. It is a full time job keeping up with all the regulatory changes and this leads to confusion for all users of the code, particularly reviewers.	6/24/2014 4:07 PM
13	The LDC needs to be clearer so that the PDR staff have a clear and consistent understanding of it.	6/24/2014 3:18 PM
14	This is a non issue	6/24/2014 8:16 AM
15	Reorganization is a political hot button. Who has the clout to handle it?	6/23/2014 6:52 PM
16	Consolidate and generalize. If a generalist can't understand the code with a little help, then there's a problem. Let's keep it simple.	6/23/2014 6:06 PM

## Q10 Are there comments or experiences you would like to share regarding Incomplete and Complicated Administration and Procedures?

Answered: 14 Skipped: 27

#	Responses	Date
1	The rezoning process is broken. The decision is made before the public can even get involved, and when they are involved, no one listens to them. The process is undemocratic and benefits an oligarchy.	7/2/2014 4:14 PM
2	first of all, the 1704 determination process is the most corrupt thing in the world. it's like the old insurance stories....you are told "no" the first time no matter what and they hope that they don't hear from you again. it's a determination that happens behind closed doors, you can't be involved even if you want to be, and you can't hear their argument and assumptions. they give you their answer, which is almost always denial, but they won't tell you why. i have no idea how that's legal. also, even if you DO get 1704 granted, almost every reviewer claims that almost every piece of code involves "health, safety, and/or welfare" so you have to comply with the new code or get a lawyer to fight the battle for you. it should be VERY easy to identify which pieces of the code are H/S/W, and which aren't. Detention obviously is, but water quality is not. sorry. And why am i not grandfathered out of the McMansion ordinance or Commercial Design standards? they will say "because it's zoning," but i don't know why that's different than any other rules??? another problem of the process is that there is no database for rulings/interpretations made by managers and directors. there should be an official, accessible log just like OSHA uses that we can refer to. it would save SO many arguments and time wasting meetings from happening. and how is there no simple process in place to correct for poorly written code that has unintended consequences? if staff that were involved in writing the codes/criteria agree that it's being applied to something they didn't intend for it to be, why is there no fast/easy way to appeal that to the director? but the director needs to have the GUTS to make a decision, which is pretty rare it seems. we should also be able to upload items electronically to AMANDA or another database so that when the reviewer tells us "i didn't receive the (fill in the blank) that you said that you sent me," we can upload it there and there will be no doubt. it's AMAZING how many times a reviewer says they didn't receive something that was submitted to them (in a sealed envelope with their name on it!!!) It happens over and over and over. i would be embarrassed if i were them. and the "case manager" needs to be more active and responsible on the admin/procedure side. they need to have more ownership of the other reviewers' performances as well as take the heat for their stupid comments, late comments, etc.	6/30/2014 5:47 PM
3	Predictability is of the utmost importance. For example, the "flag lot" resubdivision is essentially now a variance case. One could never finance a property, hire an engineer, surveyor, and architect and work for 6 months to cross one's fingers for a super-majority vote at council after all that. The whole process ends with council discretion which is not a codifiable parameter.	6/30/2014 9:33 AM
4	part of the number of rezones is due to Austin's growth. Look at how much of Manhattan was rezoned under Bloomberg's mayoral leadership. I don't find that fact indicative of ineffective base zonings, although the SDP / entitlement process is highly unpredictable and prohibitive for small business.	6/30/2014 9:09 AM
5	It's an organization problem - agree. It's not due to the codes.	6/29/2014 5:36 PM
6	Totally agree	6/29/2014 4:36 PM
7	After watching channel 6, local city government, city council, different commissions meetings, I get the complications. Yet, it is important to have these commissions so that the core neighborhoods are protected. East Austin has already displaced too many all in the name of progress.	6/26/2014 12:56 PM

## Cracking the Code: City of Austin Land Development Code Diagnosis

8	There should always be adequate time for the community to comment on land use and zoning applications as well as site plans. There should always be a level where community input is required, so neighbors are not surprised by what happens. The LifeAustin outdoor amphitheater is a good example of lack of community input. Controversial projects should take a little longer while proposals with little or no opposition should be streamlined.	6/25/2014 9:19 PM
9	right on – fast and sort of right beats slow and perfectly right almost every time, on almost every issue	6/24/2014 10:59 PM
10	Major issue! Development review is unpredictable, time consuming and costly. Departments do not always communicate and coordinate, especially AWU and AE with PDR and WPD. It's a mess to say the least. It's also impossible to even find an outline of the various processes, timelines, etc. In fact many of the forms and applications are confusing, along with the checklists. Some basic "clean up" would go a long way. And a complete overhaul would be a positive thing. There's some great staff there but the organization and leadership (in some cases) are lacking.	6/24/2014 4:49 PM
11	The culture of NO at One Texas Center has reached a point where there is a total lack of accountability from reviewers and staff. All of the risk and responsibility of gathering information is at the hands of the applicant or consultant. Within 3 phone calls a problem or code interpretation can be punted to the head of a department. Proper training and empowering staff to make decisions during review would drastically improve review time and streamline approvals.	6/24/2014 4:07 PM
12	The time it takes to get permits in Austin is too long. Also, the basis on which permits are granted is inconsistent – oftentimes certain reviewers will approve certain plans and others will deny the very same plans because one or both of them do not have a clear understanding of the code, and therefore the applicant gets penalized. Growth is already spreading to Austin's surrounding jurisdictions because of this (and many other reasons), and it would be beneficially for the city to attract such growth, not repel it.	6/24/2014 3:18 PM
13	And the two-tier system is a problem. The "haves" with a former City staffer on board vs. Regular Citizens. Their timing, treatment, and results are different and shockingly unfair.	6/24/2014 8:17 AM
14	Rezoning are fine if they allow a greater use of the property that helps meet larger principles.	6/23/2014 6:07 PM

**Q11 Are there other Code issues that are important to you but that you did not see reflected in the Code Diagnosis?**

Answered: 16 Skipped: 25

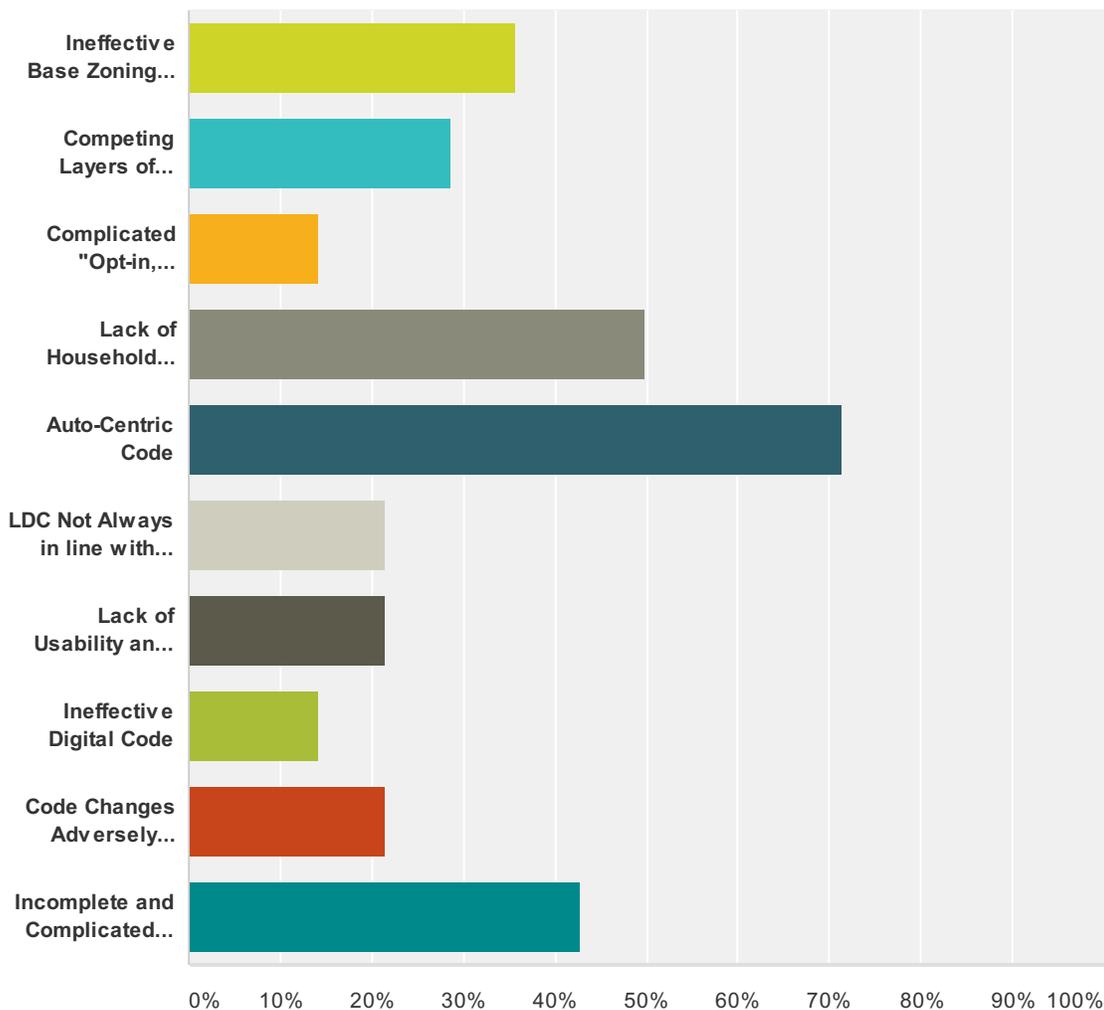
#	Responses	Date
1	The process of zoning and rezoning assures incremental, developer centric solutions. The process does not allow a systemic analysis of the forecast of future impacts.	7/2/2014 4:17 PM
2	stockpiling of materials - it's VERY difficult to get approval to stockpile dirt. we had a project with 8000 cy of haul off, but had another project ONE MILE AWAY that needed all of it. it was taking a very long time to permit the second project (a whole different story), and they wouldn't let us stockpile the material for future use. so instead, we hauled off 500 truckloads! and later we imported 500 more truckloads. so we had 1000 total dump truck trips, covering about 10 miles each, burning gas, wearing on roads, and impacting traffic, when instead we could have had 500 trucks drive 500 miles (instead of 10,000). which is better for roads, traffic, and the environment? but NO ONE would step up and help us do it. they wanted a FULL permit. how does that make sense???? because ONCE someone stockpiled material and didn't use it? so to make sure that doesn't happen ever again in the history of the world we mess it up for everyone? We could have simply posted fiscal for ESC and future haul off if we didn't move fwd with that development. simple solution, and yet, nothing anyone could do. Neighborhood input - neighbors complain and protest and delay our projects every time we do anything. and the city listens to them like they are certified experts in their fields, but ignore the engineer. at the end of the day, it's just angry neighbors stopping new development whenever they can. they are only motivated by their own short sighted views and selfish attitudes, but they are always the "victim"?	6/30/2014 5:53 PM
3	Not really the code diagnosis was great. It did not get into the subdivision regulations so that might be one weakness.	6/30/2014 9:34 AM
4	The 2 biggest keys are how the neighborhood plans get integrated into the LDC to reduce conflicts and compatibility standards on major urban roadways (South Lamar, South Congress, Riverside, East Cesar Chavez, etc...). Compatibility should be eliminated in these areas since they are already designated, and in most cases zoned, for commercial development. Thank you!	6/30/2014 9:11 AM
5	It would be helpful to provide an online permit process for permit application. This would allow the applicant to avoid the inconvenience and expense of going downtown. example: new driveway - same size same shape,	6/29/2014 10:25 PM
6	Current neighborhood input is solicited through neighborhood organizations but owners of commercial properties are often not informed. This was particularly true in determining uses in the Northwest District in the Downtown plan.	6/29/2014 10:17 PM
7	I'm worried by the lack of reference to proximity to downtown/central Austin as a factor. "Compatibility" rules that downzone every parcel near any single-family use may be harmless 10 miles from downtown where a 500' buffer isn't that big of a deal. But close to downtown, where every unused square foot is a lost opportunity, they matter a lot. These rules destroy opportunities for more people to experience the walkability we already have. The easiest way to create more walkability isn't the transformation of non-walkable places into walkable places; it's allowing more people to live near the walkable, destination-rich places that already exist, such as downtown, South Congress, and UT. One way to do this is to simply change the map: make more of central Austin zoned for density. But if that doesn't happen, there should be a fallback where the rules regarding SF don't apply as sharply near downtown as in other places. The talk about emphasis on proximity to transit has concerned me. As somebody without a car, living near a transit stop is far less beneficial than living somewhere near destinations I can walk to in the first place. Even a slow-running bus 1 mile from its destination is much faster than a fast-running train 5 miles from its destination--plus the slow-running buses go in many directions and can be substituted out for walking, bikes, or cabs more easily. If you want to encourage people to get around without a car, TOD zoning is much less powerful than DOD zoning (density-oriented development).	6/29/2014 6:45 PM
8	EJT issues	6/29/2014 5:36 PM

## Cracking the Code: City of Austin Land Development Code Diagnosis

9	For the most part I thought the diagnosis is right on target. Can't wait to see the re-write. Badly needed. The existing problems drive up cost, delay construction, create uncertainty, and basically are really stupid for a town with so many smart people.	6/29/2014 4:38 PM
10	want to promote (a) high variability in density; (b) more experiments in building type (eg adult dormitories), and (c) more mixed use (residential above retail, for instance)	6/24/2014 11:00 PM
11	Impact of existing neighborhood plans on the Code rewrite and remapping exercise. I'd like to stay up to speed on development review process changes and progress as well.	6/24/2014 4:50 PM
12	Watershed, subdivision, currehow current planning efforts will align with the code rewrite.	6/24/2014 4:07 PM
13	Neighborhood plans are largely outdated and potentially, more often than not, detrimental to the growth and affordability of Austin.	6/24/2014 3:23 PM
14	How zones are determined and if the continuity and integrity of neighborhoods are taken into account irrespective of whether or not they have an official document dictating their long-term vision.	6/24/2014 2:14 PM
15	Anything intended to support affordability needs regulation. For example, Code alone wont make Council Member Riley's micro-spaces affordable. They need thoughtful rule making (limit ownership to those with a homestead exemption, for example	6/24/2014 8:20 AM
16	We were told by Planning Commission members and Francis Riley, city planner, that "deed restrictions trump all" but yet the city is ignoring deed restrictions that have provided for safe, quiet, and happy neighborhoods for decades. Now the city is acting in ways that will destroy the character of neighborhoods...thanks to Councilmen Cris Riley and Mike Martinez.	6/23/2014 10:23 PM

### Q12 Which of the following issues would you like to learn more about?

Answered: 14 Skipped: 27

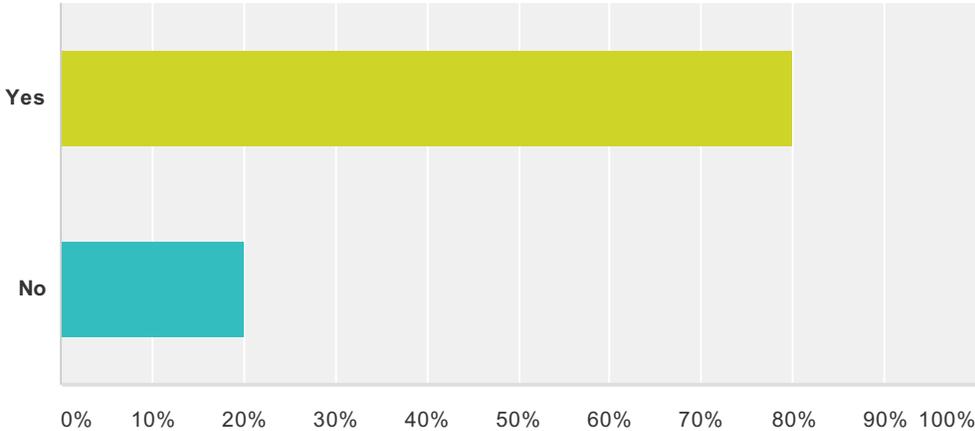


Answer Choices	Responses
Ineffective Base Zoning Districts	35.71% 5
Competing Layers of Regulations	28.57% 4
Complicated "Opt-in, Opt-out" System	14.29% 2
Lack of Household Affordability and Choice	50.00% 7
Auto-Centric Code	71.43% 10
LDC Not Always in line with Imagine Austin	21.43% 3
Lack of Usability and Clarity	21.43% 3
Ineffective Digital Code	14.29% 2
Code Changes Adversely Affect Department Organization	21.43% 3
Incomplete and Complicated Administration and Procedures	42.86% 6
<b>Total Respondents: 14</b>	



### Q13 Have you previously received information on the Land Development Code rewrite process?

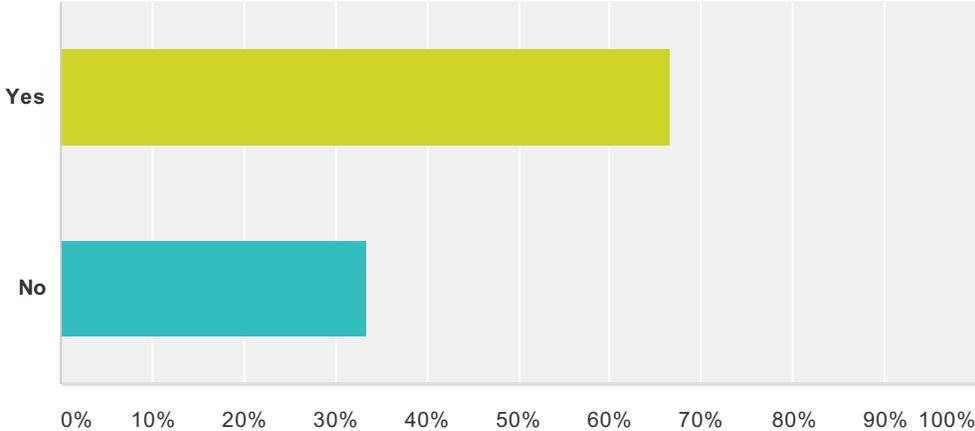
Answered: 30 Skipped: 11



Answer Choices	Responses
Yes	80.00% 24
No	20.00% 6
<b>Total</b>	<b>30</b>

### Q14 Have you attended other CodeNEXT Land Development Code Events?

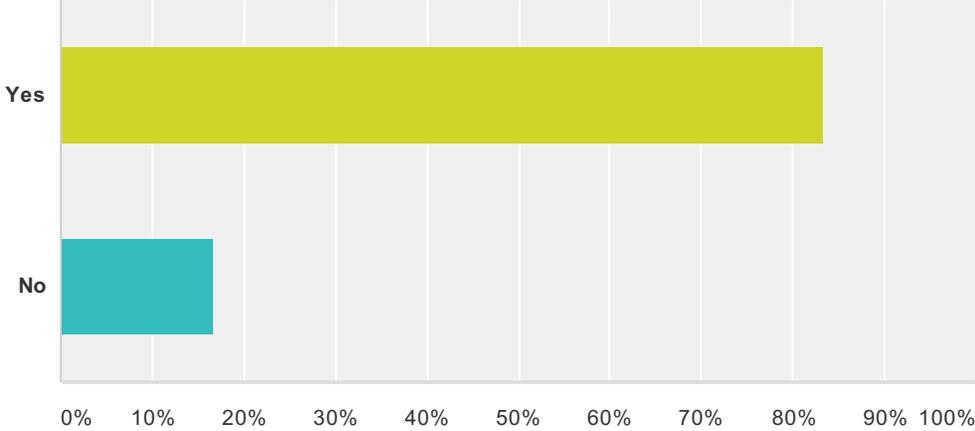
Answered: 30 Skipped: 11



Answer Choices	Responses	
Yes	66.67%	20
No	33.33%	10
<b>Total</b>		<b>30</b>

### Q15 Would you like to receive updates on the Land Development Code rewrite?

Answered: 30 Skipped: 11



Answer Choices	Responses	
Yes	83.33%	25
No	16.67%	5
<b>Total</b>		<b>30</b>