

ORDINANCE NO. 86 0116-J

AN ORDINANCE AMENDING CHAPTER 13-2A (ZONING ORDINANCE) OF THE AUSTIN CITY CODE OF 1981; PROVIDING FOR A DEFINITION OF "HILL COUNTRY ROADWAY CORRIDOR"; ADDING NEW SECTIONS 5180 - 5199; PROVIDING REQUIREMENTS AND CRITERIA FOR DEVELOPMENT WITHIN THE "HILL COUNTRY ROADWAY CORRIDOR"; PROVIDING FOR SEVERABILITY; SUSPENDING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE SEPARATE DAYS, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Austin is of the opinion that continued pressure for westward growth of the City shall bring an explosive on-rush of development along major highways to the west of the City; and,

WHEREAS, the City Council recognizes the potential of designated Hill Country Roadways to be an asset to the entire City and the motoring public because of their dramatic scenic qualities with magnificent views; and,

WHEREAS, it is necessary to protect and preserve the unique physical beauty of these highways so they will continue to be an attraction to tourists thereby benefitting the Capital City's economic climate; and,

WHEREAS, the City Council is concerned about traffic safety and congestion along its major highways and that the traffic capacity of Hill Country Roadways is limited; and,

WHEREAS, the environmental disruption and economic cost associated with the improvement and expansion of Hill Country Roadways is considerable and may be minimized by appropriate restrictions on land use and future development of property adjacent to Hill Country Roadways; NOW THEREFORE,

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

PART 1. That a new Section 1227 of Chapter 13-2A (Zoning) be and is hereby added to the Austin City Code of 1981 and shall read as follows:

1227 HILL COUNTRY ROADWAY CORRIDORS

The Hill Country Roadway Corridors shall consist, for each of the following roadways, of all land located within one thousand feet (1000') on each side of the dedicated public right-of-way which is within the city limits of the City of Austin or which is annexed thereto at a subsequent date.

- a. Loop 360 (U.S. 290 W. - U.S. 183)
- b. RR 2222/Bull Creek Rd. (Highland Hills Dr. - FM 620)
- c. RR 2244/Bee Cave Rd. (Loop 360 - SH 71)
- d. FM 620 (SH 71 - Anderson Mill Road)

PART 2. That new Sections 5180-5199 of Chapter 13-2A (Zoning) be and are hereby added to the Austin City Code of 1981 and shall read as follows:

5180 HILL COUNTRY ROADWAY CORRIDORS

5185 TITLE AND PURPOSES

Sections 5180 through 5199 shall be known as the Hill Country Roadway Corridors regulations and are designed to achieve the following purposes:

- a. To maintain the rugged natural beauty of the eastern edge of the Texas Hill Country as currently exists along Hill Country Roadways;
- b. To encourage development which is compatible with and, wherever possible, enhances such natural beauty;
- c. To allow people of the City of Austin to be able to live, work, and enjoy recreation within the area without reducing its natural beauty;
- d. To encourage safe and efficient traffic flow along Hill Country Roadways;
- e. To preserve the environment by providing clean air, clean water and greenbelts of natural vegetation and wildlife;
- f. To preserve the scenic character of the Hill Country Roadway Corridors and, where possible, scenic vistas from the roadways;
- g. To encourage only orderly and sensitive development as appropriate in the City's environmentally-sensitive watersheds; and,
- h. To accomplish the foregoing goals through thoughtful and cooperative planning in order to benefit all the people of Austin.

5186 APPLICATION

- a. Unless otherwise provided by this Section, in a Hill Country Roadway Corridor, notwithstanding the zoning classification, no tract shall be developed and no building shall be erected or structurally altered in violation of this Section. The provisions of this Section shall apply in addition to other ordinance requirements. In case of conflict therewith, the most restrictive provisions shall govern except as otherwise expressly provided in this Section.
- b. The site plan submitted pursuant to this Section may, at the option of the applicant, include land not located within the Hill Country Roadway Corridor.

5187 SITE PLAN REQUIRED

No zoning change shall be approved and no structure shall be erected unless a site plan as provided for in this Section and in Section 5100 (Principal Roadway Area) has been approved by the City Council after recommendation of the Planning Commission. Site plans submitted under the provisions of this Section shall comply with all requirements set out by other provisions of this Code as well as the following:

- a. The location of all improvements on the site plan shall be specific and no alteration or movement of proposed improvements in excess of twenty-five feet (25') shall be permitted without the approval of the City Council.
- b. The site plan shall include a tree survey. A construction line shall be delineated on each site plan submitted for City approval. This limit line shall include all building, parking, and vehicular use areas, and all areas of required cut and fill. Within this area, the requirements of Section 5189 (Landscaping) shall be shown. Outside this limit line, no tree survey shall be required and the project developer shall be required to leave undisturbed all areas of native vegetation including trees, shrubs, and understory vegetation to a reasonable and feasible extent.
- c. The site plan shall illustrate the location of all trash receptacles, air conditioning and heating equipment, loading areas, parking areas, lighting and an indication of the methods to be used to screen all such areas from all public views. If air conditioning, heating units, penthouses, parapet walls, or water storage reservoirs for fire safety must be located on roofs of structures, they shall be screened from view, both horizontally and vertically.
- d. The site plan shall illustrate the height calculation as provided for in Section 5188 by showing the cross sections required to demonstrate that each building complies with height limitations.
- e. For projects requesting performance incentives for scenic vista protection as per Sec. 5192, the site plan shall illustrate the location and nature of any existing or potential scenic vistas from or in close proximity to public roadways or recreation areas, and shall show how such vistas would be impacted by the proposed development. For the purposes of this ordinance, a scenic vista shall be defined as a generally recognizable, noteworthy view of Lake Travis, Lake Austin, the valleys of the Colorado River, Barton Creek, Bull Creek, and West Bull Creek, or the downtown area of Austin. Protection of scenic vistas may be demonstrated through use of:
 1. Photographs of all existing scenic vistas at the site.

Areas of cut not hidden from view shall be effectively screened by additional landscaping.

3. Hillside vegetation shall not be disturbed other than that necessary to locate the structure. All disturbed areas shall be restored with native vegetation as per Section 5189.
 4. If terraces are not provided, cuts and fills are to be restored to 3 to 1 slopes and with vegetation. Naturally restored slopes are limited to eight feet (8') in length. Terraces are to be installed in between the slopes if more than a single 8' slope is required.
- d. Height. The height of buildings shall be limited but the permitted height may increase as the distance from the right-of-way increases. Within two hundred feet (200') of the right-of-way of a Hill Country Roadway, no building shall exceed twenty-eight feet (28'). Beyond two hundred feet (200') from the right of way of a Hill Country Roadway, height may increase but shall not be permitted to exceed twenty-eight (28') in Low Intensity areas, forty feet (40') in Moderate Intensity areas, or fifty-three feet (53') in High Intensity areas, except as provided in Sec. 5192.
- e. Underground Utilities. All on-site utilities shall be located underground unless required by the utility to be otherwise located.
- f. Building Materials. Buildings shall be designed to utilize, to the greatest extent feasible, building materials such as rock, stone, brick, and wood, which are compatible with the Hill Country environment. No mirrored glass with a reflectance greater than twenty percent (20%) shall be permitted.

5189 LANDSCAPE REQUIREMENTS.

- a. Tree Removal. For each tree removed with a trunk greater in diameter than six inches (6"), (measured at a point four and one-half feet above ground level), or for each cluster of three (3) or more trees located within ten feet (10') of each other with trunk diameters greater than two inches (2"), of live oak, Spanish oak, cedar elm, shin oak, bald cypress, post oak, pecan, bur oak, or black walnut, and for small native trees such as Texas madrone, black cherry, Texas mountain laurel, evergreen sumac, Mexican buckeye, flameleaf sumac, or Texas persimmon, the developer must compensate by planting a sufficient amount of native species mentioned above within disturbed areas that will reasonably compensate for the loss of existing trees.

- b. Nonresidential Floor to Area Ratio. All nonresidential buildings shall be limited to a maximum Floor-to-Area Ratio computed by reference to slope gradients and intensity level as follows:

Slope Gradient of Land	Intensity Level		
	Low	Moderate	High
0-15%	.20	.25	.30
15-25%	.08	.10	.12
25-35%	.04	.05	.06

"Floor to Area Ratio" shall be defined as the ratio of gross floor area (exclusive of parking structures and atriums) to site area within the appropriate slope class within the Hill Country Roadway Corridor. For purposes of calculating allowable floor area and impervious cover (where applicable), the gross site area shall exclude additional dedicated right-of-way only to a maximum of sixty feet (60') from the centerline of a Hill Country Roadway. In no event shall the Floor-to-Area Ratio on the 0-15% slopes exceed the following maximums including any additional credits added by Section 5192:

Intensity Level		
Low	Moderate	High
.25	.30	.35

- c. Construction on Steep Slopes. No roadways or driveways shall be constructed on slopes in excess of fifteen (15%), except where necessary to provide access to areas of flatter slopes. Cuts and fills on roadways or driveways are to be restored as described herein. No building or parking areas shall be constructed on slopes in excess of fifteen percent (15%), provided, however, that buildings and parking structures may be located on slopes of 15%-25% when the following criteria are met:
1. Structures located upslope of slopes over fifteen percent (15%) area shall be constructed utilizing pier and beam techniques. Fill shall be placed to blend with the natural contour. No vertical walls shall extend beyond the lowest finished floor elevation, other than necessary to screen mechanical appurtenances, and shall be stepped, if appropriate. Terraced fill and walls shall be 1 to 1 grade limited to four feet (4') in height for each terrace. More than one level of terrace is permitted.
 2. Structures located downslope of slopes over fifteen percent (15%) are is encouraged to be terraced and consolidated into the hillside. Structural excavation shall not exceed a maximum of eight feet (8') in depth.

2. Schematic plans and sections showing clearly the impact development will have on scenic vistas.
3. Elevations or perspective sketches showing the proposed development from the adjacent roadway.

The Office of Land Development Services shall develop a map indicating segments of Hill Country Roadways along which scenic vistas are prevalent.

5188 SITE DEVELOPMENT REGULATIONS

All land and buildings within a Hill Country Roadway Corridor shall comply with all requirements of Section 5100 (Principal Roadway Areas) as well as the following:

- a. Intensity Zones. Floor-to-Area Ratios and height shall be determined relative to low, moderate, and high intensity zones indicated below, consistent with the applicable comprehensive plan.
 1. High Intensity - All land within one thousand feet (1000') of the right-of-way of two intersecting State-maintained roadways, and with frontage on both highways or on one highway and an intersecting arterial or collector roadway, as well as all land along Loop 360 within three thousand five hundred feet (3500') from its intersection with U.S. 290.
 2. Moderate Intensity - All land not included in the High Intensity designation and with frontage on:
 - (a) Loop 360 (excluding RR 2244 - RR 2222 except as per (b)).
 - (b) Loop 360 (1200 feet north and south of Westlake Drive).
 - (c) RR 2222 (FM 620 - 2.1 miles east of RM 620)
 - (d) FM 620 (Comanche Trail - Anderson Mill Road and Lohman's Crossing - Stewart Rd.)
 - (e) A Hill Country Roadway and an intersecting arterial or collector street, limited to land within five hundred feet (500') of the right-of-way of the intersecting street, but excluding intersections along RM 2222 east of Loop 360.
 - (f) A Low Intensity roadway segment where the sole access to such a tract is from an arterial or collector roadway other than the Hill Country roadway.
 3. Low Intensity - All land not included in the Moderate or High Intensity designation.

- b. Highway Vegetative Buffer. Except for clearing necessary to provide utilities and access to the site, no clearing of vegetation shall be permitted within one hundred feet (100') of the dedicated right-of-way of a Hill Country Roadway; provided, however, that in no case shall such vegetative buffer exceed twenty percent (20%) of the acreage of the applicant's property. In cases where the buffer area has previously been substantially disturbed, it shall be revegetated with native trees, shrubs, and grasses and up to fifty percent (50%) of the buffer may be utilized for detention/sedimentation ponds and wastewater drainfields, subject to such restoration.
- c. Natural Area. At least forty percent (40%) of the site, excluding dedicated right-of-way, shall be left in a natural state. Priority shall be given to protection of natural critical areas identified in the City's Comprehensive Plan in meeting this requirement. Natural areas located within parking medians and the required Highway Vegetative buffer may count toward such forty percent (40%) requirement. In the event that the natural area requirement conflicts with the requirements of another applicable ordinance, such conflict shall be resolved with the minimum departure from the terms hereof and approved by the City Council after recommendation of the Planning Commission. Up to twenty-five percent (25%) of the area required to be kept in a natural state may be used for sewage disposal fields; provided that such areas are appropriately revegetated.
- d. Landscaped Screening. All parking areas and detention/sedimentation ponds shall use existing vegetation or installed landscaping to screen pavement, vehicles, and ponds from the roadway and from adjacent properties. This screening shall include dense massing of trees in addition to existing native understory vegetation or shrubs massing or berms. Topographic changes shall be considered in reviewing this provision. A median of not less than ten feet (10') in width containing existing native trees or dense massing of installed trees, shall be placed between each parking bay.

5190 SIGNS

In addition to applicable provisions of the City's sign ordinance, the following requirements shall apply to signs within a Hill Country Roadway Corridor:

a. Permitted Signs.

1. One (1) freestanding berm or monument sign of up to sixty-four (64) square feet in area shall be permitted for each street frontage. Where street frontage exceeds six hundred feet (600'), two such signs shall be permitted. Such signs shall not exceed twelve feet (12') in

height or the square root of the distance from the sign to the right-of-way, whichever is less.

2. In multi-tenant projects, one (1) wall sign shall also be permitted for each individual business establishment, with lettering not to exceed twenty-four inches (24") in height.

- b. Prohibited Signs. Internal lighting of signs, neon or flashing signs, building floodlighting, and freestanding pole or post signs shall not be permitted. All spotlights and exterior lighting shall be concealed from view and oriented away from adjacent properties and roadways.

5191 TRAFFIC REQUIREMENTS.

- a. Access. Access to a Hill Country Roadway may be prohibited from any tract having access to a street intersecting with a Hill Country Roadway or any tract with frontage on a Hill Country Roadway which has access through an existing joint-use access easement or driveway. Otherwise, access to a Hill Country Roadway shall be limited to one driveway except as follows:
 1. the estimated daily traffic volume for the single driveway exceeds five thousand (5,000) vehicles per day;
 2. the traffic using the single driveway would exceed the capacity of a stop sign controlled intersection during one peak street traffic hour or the peak site traffic hour; or
 3. a competent traffic analysis demonstrates the need for an additional driveway due to traffic conditions and the Director of Office of Land Development Services agrees that an additional driveway is required.

No more than two access points shall be permitted from any one development onto a Hill Country Roadway.

- b. Driveway Location. Maximum practical spacing between driveways shall be provided. Unless otherwise approved by the Director of Urban Transportation, no driveway accessing a Hill Country Roadway shall be located:
 1. closer than three hundred feet (300') from the nearest adjacent driveway, unless no other access is available to a tract of land;
 2. where the sight distance is less than five hundred fifty feet (550');
 3. on the inside radius of a curve; or
 4. where the roadway grade of the Hill Country Roadway exceeds eight percent (8%).

c. Joint Use Driveways. For purposes of this Section, a joint-use driveway means a driveway located entirely or partially on one tract of land which is available for use as access to and from a public street from an adjoining tract of land. Unless otherwise waived by the City Council and subject to the Highway Vegetative Buffer provisions hereof, each applicant may be required to provide a joint-use access easement across his or her tract from property line to property line generally parallel with the right-of-way of the Hill Country Roadway for the use of adjacent property owners when the adjacent lots have insufficient frontage, as determined under the provisions of this ordinance, by the Director of Land Development Services. No access to a Hill Country Roadway will be permitted for tracts which do not have frontage on a Hill Country Roadway, unless recommended by the Director of Land Development Services. The City Council may waive this requirement upon the recommendation of the Director of Urban Transportation or when the topography of the tract makes such joint-use impractical or undesirable. If the applicant is required by the City of Austin to construct improvements such as providing wider driveways or additional driveways for use as a joint-use driveway, the landowner(s) of the adjoining tract(s) benefited by such joint-use driveway shall be required by the City of Austin to participate in the cost of such improvements on a pro rata basis as follows:

1. If the owner of the tract benefiting from such joint-use driveway is not ready to participate in the cost of such improvements at the time of the construction of those improvements, the owner of the tract upon which the improvements are to be constructed may elect not to construct them to accommodate the adjacent tract but shall leave sufficient area for such construction.
2. If the applicant elects to construct such improvements to serve an adjoining tract, the City shall require the owner of a benefited tract to share in such cost at the time such adjoining tract is developed.

In computing the amount of impervious cover on the site, there shall be excluded from such computation: (i) one hundred-ten percent (110%) of impervious cover required for the sole purpose of providing access from adjoining land to a joint-use driveway (excluding parking spaces and aisles serving parking spaces) located entirely on the site; and (ii) fifty percent (50%) of the impervious cover required for the sole purpose of providing a joint-use driveway (excluding parking spaces and aisles serving parking spaces) where no portion of such driveway is located on adjoining land.

d. Streets and Intersections. Minimum spacing between local streets shall be six hundred feet (600') and between collector streets shall be thirteen hundred and twenty feet (1320').

Arterial streets must conform to the Austin Metropolitan Area Roadway Plan.

Improvements to intersections with a Hill Country Roadway will be required when determined from a review of the Traffic Impact Analysis. The construction of grade separated interchanges which provide fifty percent (50%) of the access required for an individual project are discouraged unless the interchange is also located at the intersection of an arterial street, as shown in the Austin Metropolitan Area Roadway Plan, or is located based on appropriate spacing for weaving maneuvers at ramps and resulting capacity considerations.

- e. Median Breaks. The number of median breaks on Hill Country Roadways should be minimized. Additional median breaks on Loop 360 are prohibited and future connecting streets should align with median breaks to the greatest extent practicable.
- f. Driveway Permits. City of Austin driveway permit applications for a Hill Country Roadway must be approved prior to consideration of site plan and zoning changes by the Planning Commission.
- g. Procedure Where Applicant Requests Construction in Proposed Right-of-Way. Where the applicant requests site plan approval for construction of improvements in a proposed right-of-way in accordance with standards set forth in this Section, the Planning Commission shall notify the Director of Public Works that an application has been filed requesting construction of improvements in the proposed right-of-way and refer the request to the City Council, who shall determine whether construction of improvements in the proposed right-of-way should be permitted.

5192. PERFORMANCE INCENTIVES

- a. The Planning Commission and City Council shall, as appropriate, approve any individual or combination of the following development bonuses in order to recognize innovative design beyond that required to comply with this and other City ordinances, and which is considered to better further the goals of the Hill Country Roadway Ordinance:
 1. Floor-to-Area ratio increases of up to .05 to 1 for land of 0-15% slope.
 2. Building height increases not to result in a maximum height exceeding forty feet (40') in Low Intensity areas, fifty-three feet (53') in Moderate Intensity areas, and sixty-three feet (63') in High Intensity areas.
 3. Reduced setbacks of up to twenty-five feet (25') less than those required.

- b. Performance criteria to be considered in recommending bonuses should relate reasonably to the bonuses being approved and may include the following:
1. Preserving scenic vistas, including the provision of public observation points. This incentive is allowed only where a view can be preserved.
 2. Limiting access to roadways other than Hill Country Roadways where such roadways do not encourage traffic through residential areas.
 3. Reducing impervious cover by 15% or more beyond the minimum standards allowed by this or other ordinances.
 4. Increasing landscaping or setbacks by more than 50%, and increasing natural areas.
 5. Providing mixed-use development, particularly those that include residential uses and community facilities.
 6. Reducing building mass by breaking up buildings.
 7. Using "pervious pavers" when not receiving impervious cover credit.
 8. Consolidating small lots to create parcels with a minimum of three hundred feet (300') of frontage on a Hill Country Roadway.
 9. Using pitched roof design features.
 10. Constructing and/or dedicating public facilities such as parks, roadways and right-of-way, police, fire, or EMS sites, regional drainage facilities or other facilities in excess of that required by City ordinances.
 11. Maintaining the construction of all buildings and parking areas on 0-15% slopes.
 12. Using energy-conserving and/or water conserving devices which reduce consumption below what is required by City ordinances.
- c. In order to qualify for bonuses under this section of the ordinance, a development should demonstrate compliance with at least fifty percent (50%) of the above criteria. The use of bonuses shall be limited to unusual circumstances which involve:
1. An undue hardship imposed on a tract by the ordinance or the cumulative effect of several ordinances due to its peculiar configuration, topography, or location; or
 2. Demonstration of highly innovative architectural, site planning, and land use design of a caliber not previously utilized in the Austin area, and of such a quality as to set an excellent example for subsequent developments.

5193. HILL COUNTRY ROADWAY CORRIDOR MASTER FILE

- a. The Office of Land Development Services of the City of Austin shall compile and maintain a current Master File of the Hill Country Roadway Corridors consisting of the following:

1. A master contour map of all of the Hill Country Roadway Corridor indicating all proposed and approved land uses.
 2. A master file of all site plans for the Hill Country Roadway Corridors including all submitted site plans whether ultimately approved, disapproved or withdrawn.
 3. A master map showing all specific existing or potential scenic vistas, scenic overlooks, etc. as identified by the Office of Land Development Services and by the scenic view analysis.
- b. Immediately prior to the consideration of any project located within a Hill Country Roadway Corridor by the Planning Commission or City Council, the Office of Land Development Services shall present a summary of the current status of the Master File. In addition, at least ten (10) days prior to the Planning Commission public hearing on a proposed zoning change or site plan approval within the Hill Country Roadway Corridor, the Office of Land Development Services shall notify the two registered neighborhood groups that are closest to the proposed site of the date, time, and location of such public hearing.

5194 WAIVERS

An applicant presenting a site plan for approval as required by this Article may request in writing a waiver from one or more of the specific requirements upon a showing by the applicant that this ordinance imposes an undue hardship on the tract due to its peculiar configuration, topography or location or that the proposed project demonstrates the use of highly innovative architectural, site planning or land use techniques. The City Council may approve any waiver to the minimum extent necessary to allow the project to be constructed. The applicant for any such waiver shall have the burden of showing that the proposed project, with such waiver granted, will be as good or better than a project developed under the standards of this Article in terms of environmental protection, aesthetic enhancement, land use compatibility, and traffic considerations.

5195 EXEMPTIONS.

- a. The provisions of this Section shall not apply to any site plan which has been approved on or before the effective date of this ordinance, by the City Council. Modifications to such approved site plans which include moving a structure more than twenty-five feet (25') or increasing the height or square footage of a building are not exempted from this Section, unless a zoning change has been granted allowing such changes.

- b. Site plans for which City of Austin site development permits have been issued on or before the effective date of this ordinance, shall be exempted from the provisions of this Section; provided, however, that such development shall be required to comply with the requirements set forth in Section 5600 (Landscaping Requirements) and Chapter 9-12 (Trees) of the Austin City Code of 1981, as amended.
- c. Site plans which were recommended for approval by the Planning Commission prior to November 6, 1985, and site plans which were submitted prior to May 23, 1985, shall be exempted from the provisions of this ordinance; provided, however, that such projects remain subject to applicable ordinances in effect at the time of submittal.
- d. Single-family homes and duplexes on platted lots shall be exempt from the provisions of this Section.
- e. Development on tracts abutting a Hill Country Roadway in segments designated in the Austin Metropolitan Area Roadway Plan as "Parkway" is exempt from Section 5189(b) (Highway Vegetative Buffer) of this ordinance. Provided, however, that on such tracts a minimum twenty-five foot (25') natural or landscaped buffer shall be provided with no buildings located closer than fifty feet (50') to the proposed right-of-way of the Hill Country Roadway, as specified in the Roadway Plan.
- f. Any Planned Development Area (PDA) approved by the City Council prior to the effective date of this ordinance, is exempt from the provisions of this Article.
- g. Notwithstanding any language to the contrary herein, this Article shall not apply to development located within one thousand feet (1000') of the dedicated public right-of-way of U.S. 183 or U.S. 290 West.
- h. A landowner otherwise exempt from the provisions of this Ordinance may file a request with the Director of OLDS to come under the provisions hereof. The Director of OLDS shall make a recommendation to the Planning Commission and City Council with respect to the appropriate provisions that should be applied to the applicant's tract as well as any waivers that are appropriate taking into consideration the land use approvals that already exist for the applicant's tract, it being the intention of the City to attempt to bring such tracts into voluntary compliance as close as reasonably possible to the provisions of this Ordinance without creating an undue hardship on such applicant. The Council shall approve waivers as may be appropriate to the minimum extent necessary based upon the recommendations of the Planning Commission and the Director of OLDS.
- i. Zone change applications which were filed prior to November 6, 1985 and which are recommended for approval by the Planning Commission prior to April 1, 1986, for properties located along the FM 620 corridor between RR 2222 and Anderson Mill Road may be processed without submission of a site plan; provided, however,

that such projects must meet the site plan requirements of this ordinance prior to final reading of the rezoning ordinance.

5196 ORDINANCES SUPERCEDED

Sections 5180 through 5199 supercede the following ordinance sections for all projects subject to their provisions:

Capital of Texas Highway Corridor Regulations - Sections 5120 through 5139

2222 Highway Corridor Regulations - Sections 5140 through 5153

2244 Highway Corridor Regulations - Sections 5160 through 5173

and the provisions of Ordinance No. 850506-B (RM 620 Interim Regulations).

PART 3. This Ordinance shall be reviewed by the City Council within 30 days prior to one (1) year after its effective date.

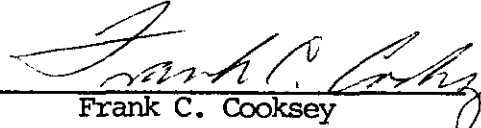
PART 4. If any provision, section, sentence, clause or phrase of this Ordinance, or the application of same to any person or set of circumstances, is for any reason held to be unconstitutional, void, or invalid (or for any reason unenforceable), the validity of the remaining portions of this Ordinance or its application to other persons or sets of circumstances shall not be affected thereby, it being the intent of the City Council of the City of Austin adopting, and of the Mayor in approving this Ordinance, that no portion hereof or provision or regulation contained herein shall become inoperative or fail by reason of any unconstitutionality or invalidity of any other portion, provision or regulation.

PART 5. The rule requiring the reading of an ordinance on three separate days is hereby suspended, and this Ordinance shall become effective ten (10) days following the date of its passage as provided by the Charter of the City of Austin.


PASSED AND APPROVED

January 16, 1986

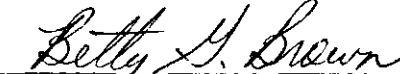
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Frank C. Cooksey
Mayor

APPROVED:


Paul C. Isham
City Attorney

ATTEST:


Betty G. Brown
Deputy City Clerk

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