



**RCA
CITY OF AUSTIN
RECOMMENDATION FOR COUNCIL ACTION**

**AGENDA ITEM NO.: 64
AGENDA DATE: Thu 04/28/2005
PAGE: 1 of 2**

SUBJECT: Conduct a public hearing and provide direction regarding proposed design standards for commercial and retail development.

AMOUNT & SOURCE OF FUNDING: N/A

FISCAL NOTE: N/A

REQUESTING Neighborhood Planning **DIRECTOR'S**
DEPARTMENT:and Zoning **AUTHORIZATION:** Alice Glasco

FOR MORE INFORMATION CONTACT: George Adams, 974-2146; Sylvia Arzola, 974-6448

PRIOR COUNCIL ACTION: 2/26/04 - Council directed the City Manager to prepare recommendations for citywide design standards for commercial and retail development; 2/17/05 - Set public hearing.

BOARD AND COMMISSION ACTION: Reviewed by Design Commission, and to be reviewed by the Zoning and Platting Commission on 4/25/05, and the Planning Commission 04/26/05.

PURCHASING: N/A

MBE / WBE: N/A

On February 26, 2004, the City Council directed the City Manager to prepare recommendations for citywide design standards for commercial and retail development. This was in response to findings that the City of Austin has among the lowest design standards of communities in the Central Texas region. The Council resolution specifically asked for standards for commercial development related to

- Landscaping
- Building façade materials
- Use of windows
- Façade articulation
- Lighting
- Convertibility
- Design modularity
- Development Orientation
- Transit and pedestrian amenities
- Public Spaces
- Neighborhood Access
- Parking
- Signage
- Screening of loading, mechanical equipment, storage and trash

A Task Force consisting of Council Members McCracken and Alvarez, and Mayor Pro Tem Goodman,



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along with Design Commissioners Girard Kinney and Richard Weiss, and Planning Commissioners Chris Riley and Matthew Moore met over several months to consider research and input from the public and stakeholders. Prior to developing a recommendation, the Task Force sought to understand the preferences of citizens and the regulations of other cities by reviewing the following:

- Results of the web-based survey of Austin residents and visitors conducted between March 12, 2004 and April 16, 2004. This survey resulted in 5,469 respondents..
- Development requirements in other U.S. cities
- Interviews of planners in other communities with design regulations
- Input from individual members of the Austin real estate community
- Input from public meetings with Stakeholder groups consisting of design and real estate professionals and neighborhood and environmental activists
- Findings by Robert Gibbs, national retail design expert, and the input from worksessions he led with the stakeholder group

The intent of these new regulations is to create a built environment of aesthetic and sustainable value that enhances economic development efforts to promote Austin's unique character and natural environment, and that upholds an efficient development review process.

Three major structural changes in how development is regulated are proposed:

1. Certain development regulations (setbacks, landscaping, signage) will be tied to the development parcel's roadway frontage(s), recognizing both that the roadway provides access to the site and to the urban design framework.
2. New commercial development will be subject to a set of minimum site and building design standards, recognizing that all new development, regardless of size, should be subject to minimum standards.
3. Site development permit plans and building permit plans must demonstrate that a minimum number of points are earned in order to gain approval, in addition to meeting the minimum regulations. This proposed point system offers flexibility, incentives to try innovative projects and allows for creativity.

Attachments:
Task Force proposal
Comparative Table of Recommendations

WORKING DRAFT April 8, 2005

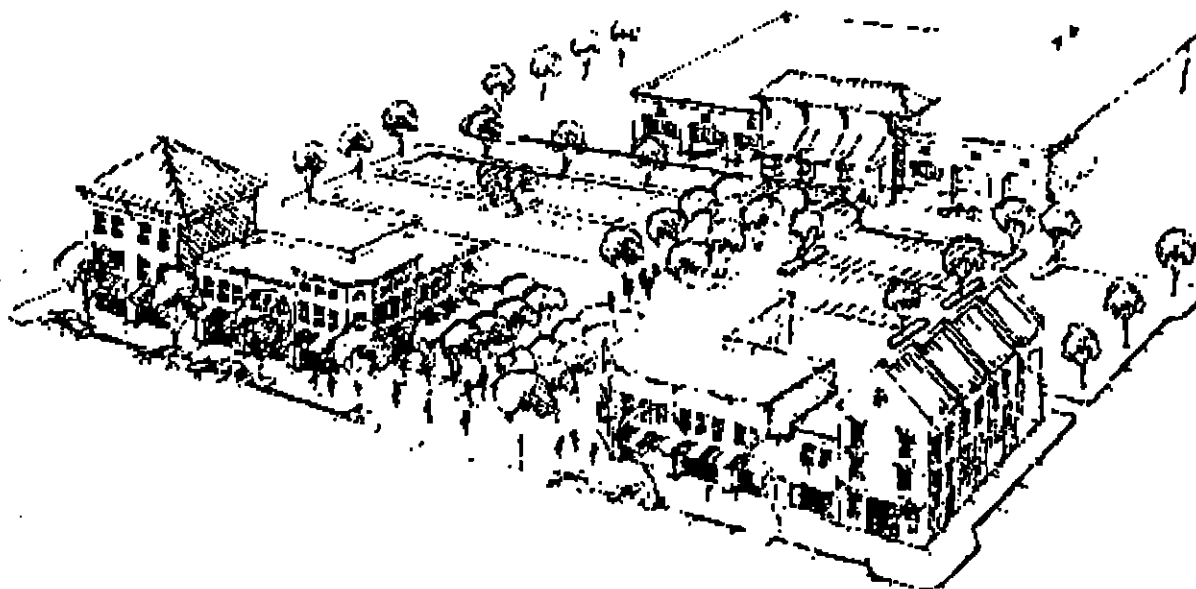
RAISING THE DESIGN STANDARDS IN AUSTIN, TX

Proposed Code Amendments to Improve Commercial Design

Prepared by Councilmember Brewster McCracken's Task Force

TABLE OF CONTENTS

City Council Resolution	2
Task Force Research	2
Structure	3
Applicability	3
Map of Highways	4
Map of Hill Country Roadways	5
Proposed Code Amendments	6
Summary Table (Provides page numbers for full description of code amendment)	



BACKGROUND

City Council Resolution

On February 26, 2004 City Council, in response to the findings that the City of Austin has among the lowest design standards of communities in the Central Texas region, directed the City Manager by resolution (#040226-27) "...to prepare recommendations for citywide design standards for commercial and retail development. These recommended citywide design standards shall constitute the best practices of the standards adopted by communities around the nation and shall require design standards that reflect Austin's unique historic, landscape and architectural character..." The Council resolution specifically asked for standards for commercial development related to:

- | | |
|-----------------------------|---|
| • Landscaping | • Development orientation |
| • Building façade materials | • Transit and pedestrian amenities |
| Use of windows | • Public spaces |
| • Façade articulation | • Neighborhood access |
| • Lighting | • Parking |
| • Convertibility | • Signage |
| • Design modularity | • Screening of loading, mechanical equipment, storage and trash |

Task Force Research

The Task Force, organized by Councilmember Brewster McCracken, met over several months to consider research and input from the public, various stakeholder groups and individuals. The Task Force consisted of Mayor Pro-Tem Jackie Goodman, Councilmember Raul Alvarez, Councilmember Brewster McCracken, (and their aides), Design Commissioners Girard Kinney and Richard Weiss and Planning Commissioners Chris Riley and Matthew Moore. City staff participated in Task Force meetings as well. The Task Force sought to understand the preferences of citizens and the regulations of other cities prior to developing a recommendation, by reviewing the following:

- Results of the web-based survey of Austin residents and visitors conducted between March 12, 2004 and April 16, 2004. There was a record-setting 5,469 respondents.
- Development requirements in other US cities.
- Interviews of planners in other communities with design regulations.
- Input from individual members of the Austin real estate community.
- Input from public meetings with open Stakeholder group consisting of design and real estate professionals and neighborhood and environmental activists.
- Findings by Robert Gibbs, national retail design expert, and the input from work sessions he led with the stakeholder group.

PROPOSAL

Structure

The intent of these new regulations is to create a built environment of aesthetic and sustainable value that enhances economic development efforts to promote Austin's unique character and natural environment and that upholds an efficient development review process.

The proposed new regulatory system will raise standards for all non-residential and mixed-use development, but within a regulatory structure offering options and flexibility, not strict requirements. **New commercial development will be subject to a set of minimum site and building design standards, recognizing that all new development, regardless of size, should be subject to minimum standards** (See Applicability section below for when proposed minimum requirements would be triggered).

The major change in this proposal is in how development will be regulated. **Certain development regulations (such as development orientation, signage and landscaping) will be tied to the development parcel's roadway frontage(s), recognizing both that the roadway provides access to the site and to the urban design framework.** The Applicability section below indicates which amendments apply to which roadway types. The Roadway types proposed are:

- i. Transit Roadways (roadways to be determined)
- ii. Neighborhood Roadways (roadways not considered Transit, Highway or Hill Country).
- iii. Highways (see map page 4)
- iv. Hill Country Roadways (see map page 5)

Applicability

Not all site plan and building plan permits must comply with the proposed code amendments. The table on page 6 summarizes when a development must comply with a proposed code amendment. In all cases, any regulation from the Neighborhood Plan Combining District (NPCD), Neighborhood Conservation Combining District (NCCD), Traditional Neighborhood Development (TND) and all zoning overlays supersede these proposed code amendments to the extent of conflict. ***Specifically, compatibility standards and neighborhood plans supersede these proposed code amendments to the extent of conflict.*** In addition, the current Code requirements apply where the proposed code amendments do not change the current requirements.

Currently the code does not specifically define what a redevelopment project is, but instead states for certain regulations, such as for water quality in LDC Section 25-8-26, at what point a project triggers compliance.

Summary of Proposed Code Amendments

Development Orientation				
DO-1	Revise site development regulations	All non-residential zoning districts.	All new buildings, except additions to existing buildings.	All
DO-2	Limit parking in front yard	All non-residential zoning districts. Land use exemption list applies. ¹	**	Transit and Neighborhood Roadways
DO-3	Orient buildings according to roadway type hierarchy	**	**	All
DO-4	Exception to maximum front setback to protect natural features or historically-significant resources.	**	**	Transit and Neighborhood Roadways
DO-5	Allow exception to front yard parking limitation	Exception allowed for any use subject to limitation	**	Neighborhood Roadways
Connectivity				
C-1	Create street-like internal circulation system on large sites.	All non-residential zoning districts. Land use exemption list applies. ²	Projects that require site plans, except additions.	All
C-2	Options to improve pedestrian, bicycle and vehicular connectivity.	**	**	All, with exceptions for Transit and Neighborhood Roadways.
Parking				
P-1	Options to mitigate excess parking.	All non-residential zoning districts.	When parking requirement triggered (25-6-471).	All
P-2	Allow reduction of minimum parking requirements	**	**	All
P-3	Allow on-street parking to be constructed in public ROW and count towards minimum required parking.	**	**	All

¹ A land use exemption list will list specific land uses not subject to the proposed code amendment. This list will be developed later after receiving input from the public and city staff.

	Landscape			
L-1	Revise general city-wide landscape requirements.	All non-residential land uses.	When landscaping requirement triggered (25-2-981).	All
L-2	Require new Transit and Neighborhood Roadway landscape standards.	"	"	Transit and Neighborhood
L-3	Require new Highway landscape standards.	"	"	Highway
L-4	Require new Hill Country landscape standards.	"	"	Hill Country
	Land Use			
LU-1	Provide pedestrian service with drive-in services	All drive-in services	New drive-in services	All
LU-2	Options to mitigate undesirable features of service stations.	All new service stations.	New	All
LU-3	New Vertical Mixed Use zoning option within MU zoning.	All MU zoning	Site plans.	All
	Exterior Lighting			
EL-1	Use fully-shielded and full cut off light fixtures for certain exterior lighting applications.	All non-residential uses and lighting in public ROW.	Projects that require site plans and building permits.	All
	Signs			
S-1	Add new sign definitions.	Current applicability requirements in sign ordinance	Current trigger requirements in sign ordinance	All
S-2	Revise city-wide sign regulations.	"	"	All
S-3	Revise sign districts, areas and heights.	"	"	All
S-4	Provide visible street address numbers.	"	"	All
	Screening & Compatibility			
SC-1	Screen equipment and utilities.	All non-residential zoning districts.	Projects that require site plans.	All
	Stormwater Management			
SM-1	Construct attractive stormwater facilities.	All new stormwater facilities.	Subdivision and site plan.	All

Building Design				
BD-1	Restrict certain building materials	All non-residential zoning districts. Land use exemption list applies.		All
BD-2	Provide glazing on building facades	All commercial zoning and VMU zoning. Applies to any buildings zoned for industrial use or warehouse use at the point their use is converted to commercial or office.		All
BD-3	Delete requirement for annual license fee for pedestrian cover in ROW	All non-residential zoning districts. Land use exemption list applies.	All construction, including remodels.	All
BD-4	Options to improve building design.	All commercial zoning and VMU zoning. Applies to any buildings zoned for industrial use or warehouse use at the point their use is converted to commercial or office.	Projects that require site plans, except additions.	All



DEVELOPMENT ORIENTATION

Key Issues

Orientation refers to where buildings sit on a site as well as where their principal entrances or "storefronts" are located. Currently in Austin's code, regulations related to orientation, such as building setbacks, depend solely on the property's zoning. While this approach is common throughout the US, there are three key problems with it:

- The building setbacks and other site development regulations are the same for each property within the same zoning district regardless of where the property is located and what kind of roadway provides its principal access. For example, a property located on a two-lane neighborhood collector street with GR zoning has the same setback and height requirements as a property with GR zoning on a major highway. The desired orientation of a commercial development depends primarily on what roadway it is on and what area of town it is in, but the current code *does not consider these differences*.
- Linking site development regulations solely by base zoning district results in zoning for site regulations, instead of zoning for land uses. For instance, it is not uncommon for an applicant to request CS zoning for the site development regulations, but only wanting GR uses.
- Along a single stretch of roadway, there are often a variety of zoning districts, each with different site development regulations. Currently, there could be three adjacent parcels on the same roadway with the same land use but with three different setback, height, impervious cover and FAR requirements.

In addition, survey results showed that a strong majority (70.5%), including the majority of real estate professionals, want to see a change in development orientation along non-highway roadways (Urban Roadways) so that buildings are built close to the street. In addition, cities around the US, including San Antonio, TX, Dallas, TX, San Diego, CA, Milwaukee, WI, Sarasota, FL and Portland, OR are now requiring buildings close to the street along certain roadways or within non-downtown zoning districts.

Proposed Code Amendments

Some optional items contain ongoing obligations. To ensure ongoing compliance, all site plans shall list the obligations for the site, and all site plans shall be filed with the county clerk.

DO-1	Revise site development regulations.	ALL Roadways
Applies to:	All non-residential zoning districts. All new buildings, except additions to existing buildings.	

To improve the responsiveness of zoning to location, to remove the inconsistency of having different regulations for the same use on the same roadway, and to create a cohesive development pattern, site development regulations will be dependent on the roadway type where the development occurs. Certain industrial and civic uses will not be subject to the maximum setbacks. *Exceptions to the maximum setback requirements are proposed in Amendment DO-4.* CBD and DMU zoning exempt from maximum and rear setback provision.

Site Development Regulations per Roadway Type

Roadway Type	Setbacks (in feet)						Side Street	Max. Height ³ In feet	Building Cover/ FAR None- Impervious cover limit dictates
	Front		Rear		Side				
	Min	Max	Min	Max	Min	Max			
1. Transit Roadway ⁴	0*	15	5	N/a	0	N/a	Consult front setback per road type	Zoning height	N/a
2. Neighborhood Roadway ⁵	0*	35	5	N/a	0	N/a		Zoning height	N/a
3. Hill Country ⁶	50	N/a	25	N/a	0	N/a		Zoning height	N/a
4. Highway ⁷	25	N/a	25	N/a	0	N/a		Zoning height	N/a
5. Downtown ⁸	0	10	0	N/a	0	N/a		Zoning height	N/a

*a minimum of 12' from curb to back of sidewalk

The Setback provision does not refer to all buildings located on the site. If a building on site satisfies these requirements over x% of the street frontage, the setback requirement does not apply to secondary buildings. Possible rural road type that would allow for a natural screen (Woodlands) between site and road.

DO-2	Limit parking in front yard.	Transit and Neighborhood Roadways
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Applies to:	For Transit Roadways, all zoning districts. For Neighborhood Roadways, all non-residential zoning districts (exempt certain land uses, such as industrial). All new buildings, except additions to existing buildings. (auto repair, screened parking, garage doors, loading areas):
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Along Transit Roadways, parking is prohibited between the building(s) and the front property line unless the development meets the exceptions set forth in DO-5.

Along Neighborhood Roadways, parking is prohibited between the building(s) and the front property line unless the development meets the exceptions set forth in DO-5.

For sites located on a corner on Transit or Neighborhood Roadways, the building(s) within 100 feet of the corner may not have a parking area between the building and the property line along the first 75 feet from the corner.

Along Internal Circulation Routes (whether built as public streets or as private drives), all buildings must have an adjacent sidewalk to the entrance, followed by an Internal Circulation Route. Parking is prohibited between the building entrance and the curb edge of the Internal Circulation Route. (See Atlanta example below and diagrams in C-1.) Parallel parking is allowed on an internal circulation drive.

The Director of Planning and Zoning shall define street frontage dimensions for all Transit Roadways in the manner set forth in the diagram from Atlanta's code attached below. The required frontage shall include continuous Clear Zones for sidewalks and Furniture Zones for street trees and parallel parking. The Director of Planning and Zoning shall also prepare a plan for rebating the cost of planting street trees in the Furniture Zones along Transit Roadways. The Director of Planning and Zoning shall

³ Building height will continue to be regulated by zoning district.

⁴ Transit Roadways are defined by the following boundaries: (northern boundary) Anderson Lane; (eastern boundary) Cameron, Pleasant Valley; (southern boundary) Ben White; (western boundary) Mopac except for area bounded by 5th St., Pecos, Mesa and Spicewood Springs. Transit Roadways shall also include the portions of roadways extending from these boundaries that serve as rapid transit bus lines.

⁵ All roadways that are not Transit, Hill Country or Highway Roadways.

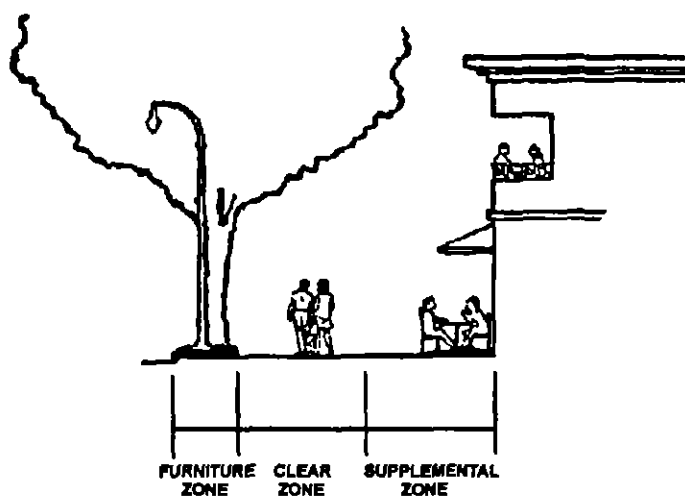
⁶ This roadway type applies on all properties within 1000 feet of FM 2222, FM 2244, FM 620, Loop 360 and Southwest Parkway.

⁷ Includes freeways, parkways, expressways, and frontage roads identified in the Austin Area Metropolitan Transportation Plan.

⁸ This roadway type applies to all sites zoned CBD or DMU, subject to certain exceptions listed in LDC 25-2-594(B). The downtown setbacks described here are intended to reflect current provisions. See, e.g. 25-2-594(C)(I) (prescribing 10' maximum front yard setback for first four stories above grade on DMU and CBD sites, subject to certain exceptions).

Taskforce Draft Proposal-WORKING DRAFT April 8, 2005

complete these items no later than October 1, 2005.



Atlanta's Design Standards set out the relationship of buildings to sidewalks and private drives or streets.

Courtesy City of Atlanta

Development orientation for buildings along public streets or within a development containing a street-like internal circulation system.

DO-3	Orient building(s) according to roadway type hierarchy.	ALL Roadways
Applies to:	For Transit Roadways, all zoning districts. For Neighborhood, Highway and Hill Country Roadways, all non-residential zoning districts (except certain land uses, such as industrial). All new buildings, except additions to existing buildings. In no case would this require orienting development toward a street with zoning of SF6 or below.	

- a) At least one customer entrance must face the principal street and connect directly to principal street sidewalk as established through the roadway type hierarchy indicated in the table above (Transit Roadway first, etc.). If principle entrance does not face the street based on building type (i.e. supermarket), building edge on street must provide continuous shade/shelter to the front entrance and glazing over 50% of the façade along the street. The entrance has to be not more than 100 feet from the street face of the building.
- b) If a property is located along or includes more than one road type, then the front setback, parking lot prohibition and principal entrances for each roadway type only apply to the street frontage, not the entire site. For instance, if the development is located on the corner of a Highway and Transit Roadway, the buildings must comply with the site development regulations only along the Transit Roadway street frontage.

- c) For sites located on a corner on Transit or Neighborhood Roadways, the development may not contain an auto-oriented use with the following exceptions:

DO-4	Allow exceptions to maximum front setback to protect natural features and historically-significant resources.	Transit and Neighborhood Roadways
Applies to:	All non-residential zoning districts (exempt certain land uses, such as industrial). All new buildings, except additions to existing buildings.	

If any of the following are within the maximum building setback area, the setback area shall be increased administratively only to the extent needed to preserve or accommodate the feature.

- i. Protected tree,
- ii. Significant stand of trees (to be defined in landscaping code)
- iii. Critical environmental feature
- iv. Natural drainage feature
- v. Storm water detention facility placed in the setback due to topography and impractical to build underground
- vi. Historically-significant resource (determination made by Historic Preservation Officer)

DO-5.1A	Allow exceptions to front yard parking limitation. On sites 300' deep or shallower	Neighborhood Roadways Only
Applies to:	Exception allowed for any use subject to limitation (see Amendment DO-2).	

For all DO-5 Front yard parking exceptions, the parking in the front yard must have a min. 3' tall screen (bermed hedge, planter box, retaining wall, etc.)

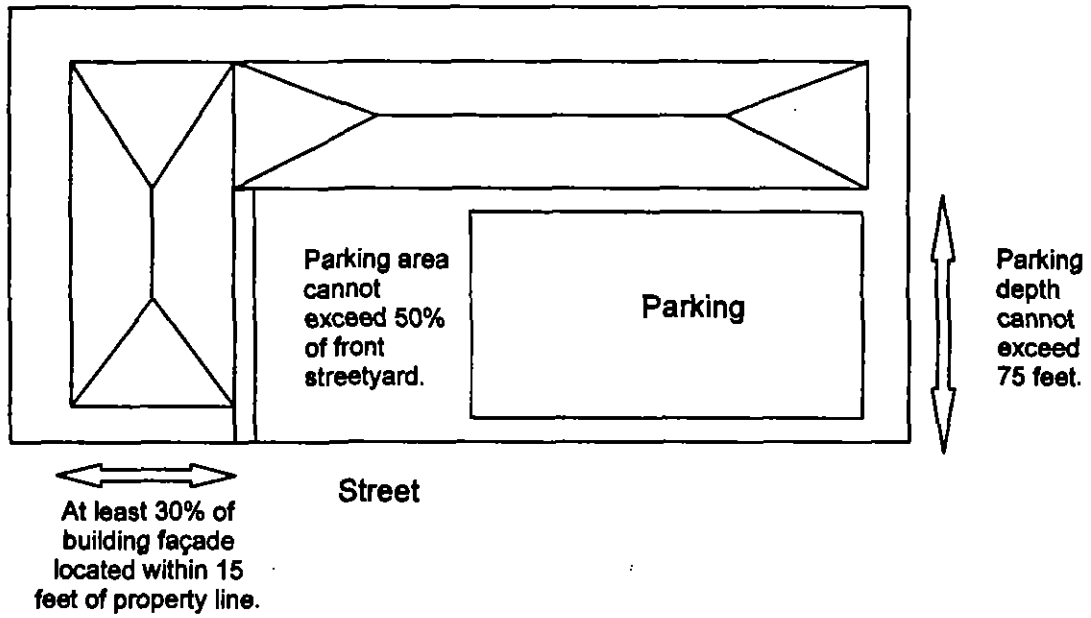
On a Neighborhood Roadway, parking may be located in front of a building if 2 of the following 3 options are met:



A shaded sidewalk at least 10 feet wide leading to the main customer entrance. No more than one vehicle lanes can cross the sidewalk.

Example from Raleigh code.

- a) A shaded sidewalk area at least 6 feet wide leads to the main customer entrance from the property line. No more than one drive aisle can cross the sidewalk. The street frontage includes at least x% shade or shelter (street trees, tellis, etc.)
- b) The parking area comprises less than 60% of the front streetyard and at least 30% of a building façade is located within 15 feet of the property line.
- c) The parking area does not exceed 75 feet in depth between the property line and the building.



DO-5.1B	Allow exceptions to front yard parking limitation.	Transit Roadways Only
Applies to:	Exception allowed for any use subject to limitation (see Amendment DO-2).	

On Transit Roadways, parking may be located in front of a building if 3 of the following 4 options are met:

Requirement: at least 30% of a building façade is located within 15 feet of the property line

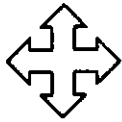
- a) A shaded sidewalk at least 10 feet wide leads to the main customer entrance from the property line. No more than one vehicle lane can cross the sidewalk. The street frontage includes at least x% shade or shelter (street trees, trellis, etc.)
- b) The parking area comprises less than 30% of the front streetyard and at least 60% of a building façade is located within 15 feet of the property line
- c) The parking area does not exceed 75 feet in depth between the property line and the building.

DO-5.2	Allow exceptions to front yard parking limitation. On sites 300' deep	Transit and Neighborhood Roadways Only
Applies to:	Exception allowed for any use subject to limitation (see Amendment DO-2).	

Requirement: Liner stores are required on 30% of the street frontage
For Transit Roadways the liner store requirement increases to 50% of the street frontage

Must satisfy 3 of the 4 additional requirements

- a. liner stores for 60% of the street frontage (an additional 30% over requirement)
- b. provide double the open space requirement outlined in LU-4 with 30% located at the street
- c. shaded sidewalk at least 10 feet wide must lead to the main customer entrance from the property line. No more than 2 drive aisles can cross the sidewalk.
- d. The street frontage includes at least x% shade or shelter (street trees, trellis, etc.)



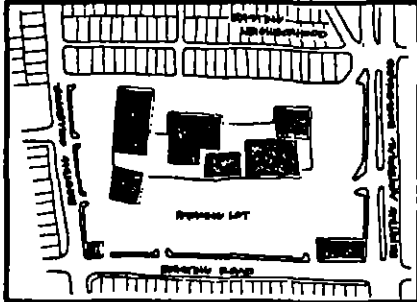
CONNECTIVITY

Key Issues

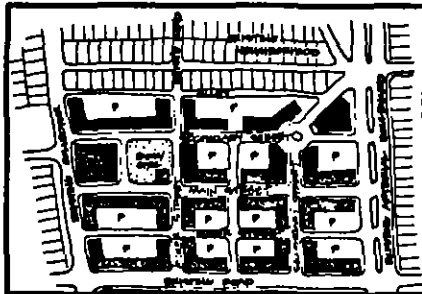
Connectivity refers to how people get to and move within the commercial development, either by foot, bike or motorized transport. Of importance to many of those taking the survey and those concerned with traffic and air quality, is ensuring that access to commercial development is feasible and comfortable by means other than the automobile. These proposed amendments will also help create a built environment that encourages walking and cycling, thus helping to improve air quality and make Austin a fit city.

Proposed Code Amendments

C-1	Create street-like internal circulation system.	ALL Roadways
Applies to:	All zoning districts on Transit Roadways. For Neighborhood, Highway and Hill Country Roadways, all non-residential zoning districts (except certain land uses, such as industrial). Projects that require site plans, except additions to existing buildings.	



Austin's code currently allows commercial and industrial street block lengths of 2,000 feet, and this is only triggered when a street must be constructed through the site, which is rare. To put the 2,000 block length in perspective, downtown blocks are 276 feet by 276 feet. Therefore, a 2,000-foot by 2,000-foot block is the size of 53 downtown blocks. In most cases, commercial development occurs on large sites that are not required to provide internal public streets. This results in "superblocks" of development. Superblocks limit connectivity, increase traffic congestion within the site and on local roadways and complicate redevelopment.



To mitigate the impact of superblocks, any site plan for a development larger than 660 feet in depth and 330 feet in length, measured from curb to curb, must comply with the following:

- a) Site must be divided into blocks no longer than 660 feet by 330 feet from curb to curb. The maximum block length applies both to blocks containing building and blocks containing parking fields (a 660' x 330' foot block creates over

217,000 buildable square feet).

- b) An Internal Circulation Route connecting the blocks must form an interconnected grid-like system. The Internal Circulation Route is defined as either a public street or a private drive edged by a curb. Parking is not permitted within Internal Circulation Routes except for parallel parking or head-in parking adjacent to the curb.
 - i. Contiguous green space and plazas are not subject to the block-length requirements, but if the contiguous green space or plaza is longer than 150 feet, it must include a pedestrian and bicycle shared use path every 150 feet.
- c) Curbside parallel parking is permitted on each new public street.
- d) The Fire Code is revised to treat internal private drives the same as city public streets for purposes of parallel and head-in parking provided the private drive meets City of Austin street width standards.
- e) *Provide 5 foot sidewalks along all blocks, including blocks containing surface parking. (See Country Club Plaza and Gresham OR examples below.)* For each Internal Circulation Route and street subject to amendment C-1, a sidewalk is provided on each side. A similar requirement already exists for subdivision developments and for commercial and office blocks edged by public streets. A sidewalk is not required along the frontage of Highways or Hill Country Roadways.



Country Club Plaza in Kansas City, Missouri, opened in 1924. It is the nation's first greenfield suburban shopping center specifically designed for shoppers arriving by cars.

Country Club Plaza followed the conventional format of parking lots in front of the stores, but it did this with a block system of internal drives set up as streets and with the parking lot across the private drives from the stores.

This design has enabled the shopping center to intensify into a mixed use district. Many of the original surface lots are now parking garages or buildings.

Local examples:

La Frontera
Mueller big box area



Gresham OR development with sidewalks surrounding each parking block.

The maximum block length standard does not apply to sites zoned for office in the Drinking Water Protection Zone. The maximum block length standard also does not apply to a Corporate Campus. A "Corporate Campus" is defined as a site for a single company larger than 10 acres with at least three office buildings larger than 50,000 square feet each.

The maximum site block length of 660' x 330' does apply to all sites zoned for office in the Desired Development Zone. For office developments in the Desired Development Zone larger than 660' x 330', the maximum office height is increased to 80 feet. This height increase remains subject to compatibility standards.

Developments in the Desired Development Zone larger than 660' x 330' shall receive the same impervious cover credit for Internal Circulation Routes as land condemned for public roadways.

C-2	Options to improve traffic congestion and improve pedestrian, bicycle and vehicular connectivity.	ALL Roadways
Applies to:	All non-residential zoning districts (exempt certain land uses, such as industrial). All new buildings, except additions to existing buildings.	

All sites or developments larger than 3 acres shall be required to select at least five of the eight options below to improve traffic congestion and enhance car and pedestrian connectivity.

Transit and Neighborhood Roadway sites that comply with maximum setbacks and do not have parking between the building and the street do not have to comply with this requirement.

A "shaded sidewalk" means either (a) a sidewalk at least 8 feet wide made of pervious concrete with native shade trees at 20-30 foot intervals or of standard concrete with the trees planted in grates or (b) a 5 foot sidewalk adjacent to a landscape strip at least 10 feet wide (c) a sidewalk covered with weather-protection materials (such as awnings).

- a) *Provide shaded sidewalk alongside building façade facing street and parking lot.* For at least 90 percent of all building frontages adjacent to or facing parking, a shaded sidewalk at least 6 feet wide and raised above the level of the parking via a defined edge is provided adjacent to the building. ADA ramps alongside the building must also be shaded.
- b) *Provide shaded sidewalks within site to all buildings.* For all sidewalks within a site, provide shade along at least 75% of sidewalks either through shade trees planted in the Furniture Zone at 20-30 foot intervals or through awnings.
- c) *Provide pedestrian and bicycle connections from adjacent ROW.* Where public ROW or parkland is adjacent to the property line, provide pedestrian and bicycle access from that ROW to the building entrance. The pedestrian and bicycle access points must be fully accessible during operating hours.
- d) *Provide vehicular and pedestrian connections between sites.* Provide private drive or public street connections and sidewalk connection to existing private drives or public streets and sidewalks on adjacent sites.
- e) *Provide shaded sidewalk alongside driveways that intersect with a public street.*
- f) *Provide pedestrian connection to adjacent residential development.* If there is a non-residential development adjacent to the site, provide a pedestrian connection to those buildings, up to the property line, and to an existing pathway if one is present on the adjacent site.
- g) *Utility lines must not be located beneath surface parking areas.* This is designed to facilitate future redevelopment.
- h) *Limit curb cuts.* Connections between site and adjacent arterials and highways occur no more frequently than every 330 feet. An Internal Circulation Route built to full streetscape standards does not count as a curb cut.
- i) *Enhance physical fitness opportunities and multi-modal connectivity by providing shower facilities.*

Land Use	Requirement
Office uses	1 shower facility and 3 lockers for buildings more than 10,000 sf ^a
Commercial uses	1 shower facility and 3 lockers for every building exceeding 50,000 sf of gross floor area
Industrial uses	1 shower facility and 3 lockers for every building exceeding 100,000 sf of gross floor area

^a ADA requirements may not permit a single unisex shower if the expected occupant load exceeds 10. The number of required showers may be increased to 2 ADA showers.



PARKING

Key Issues

For many development projects, surface parking lots account for the largest impervious cover on sites, creating or exacerbating the following problems:

- **Visually-blighted environment:** A positive public view from our roadways is critical, as this is the view from which most visitors and residents experience, understand and form an image of the city. Large parking lots offer little visual appeal and tend to detract from the appeal of adjoining buildings and natural environments.
- **Reduced pedestrian accessibility:** Many surface parking lots, due to their extreme size, detract from the pedestrian's ability to comfortably and quickly access the principal entrance.
- **Effect on transportation choices:** An abundance of free parking focuses attention and resources on the automobile, and tends to discourage the use of alternative modes of transportation.
- **Inefficient use of land:** Many retailers exceed Austin's current minimum parking requirement in order to assure more than ample parking during the highest peak shopping days.

Proposed Code Amendments

P-1	Options to mitigate excess parking.	ALL Roadways
Applies to:	All non-residential zoning districts. When parking requirement is triggered (LDC 25-6-471).	

Over-parking of sites, the results of which are often described as "oceans of asphalt," creates visual blight and inefficient use of land that promotes suburban sprawl. Some cities around the nation (including San Antonio, TX, Colleyville, TX, Portland, OR, Ft. Collins, CO, Suffolk, VA and Phoenix, AZ), have established *maximum* parking limits for all non-residential land uses. Due to stakeholder concerns about maximum parking limits, the following amendment is proposed as an alternative to establishing maximums:

If a site provides 125% or more of the parking required in Appendix A (the table in the LDC that lists land uses and their respective minimum parking requirements), at least 4 points must be earned from the following table:

Group A (Highly desirable features) 4 points	Group B 2 points	Group C 1 point
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<ul style="list-style-type: none"> At least 50% of all the provided parking is located in a structured facility (above or underground) with non-sloped floors. 	<ul style="list-style-type: none"> At least 25% of the provided parking is located in a structured facility (above or underground). 	<ul style="list-style-type: none"> Between all rows of parking, the portion of a parking space located beyond the tire stop (generally the "nose") is landscaped instead of paved. The landscaped area must be the front 2 feet of the parking space, and landscaping must be ground cover plants.
	<ul style="list-style-type: none"> No more than 50% of the provided parking is located between the building and the street (applicable only to Hill Country and Highway sites). 	<ul style="list-style-type: none"> The excess parking on the site is due to a shared parking agreement with land uses off-site.
	<ul style="list-style-type: none"> At least 75% of the parking is located to the rear of the building (applicable only to Transit and Neighborhood Roadway sites). 	<ul style="list-style-type: none"> All surface parking is at least partially and periodically screened from the street by landscaping, a berm, a wall or ornamental fencing at a height of 3'6"
	<ul style="list-style-type: none"> The distance between the street and the building does not exceed 75 feet. 	<ul style="list-style-type: none"> Excess bicycle parking is provided in proportion to the excel car parking provided
	<ul style="list-style-type: none"> At least 50% of the provided parking is constructed of concrete or pervious pavement (for example, pavers, open grid pavement system, pervious concrete). If located in the Edwards Aquifer Recharge zone, only concrete may be used to satisfy this option. 	
	<ul style="list-style-type: none"> If structured parking provided, the ground-level of the structured parking facility must comply with pedestrian-oriented use design requirements (to be established as administrative rules), such as minimum amount of windows, minimum ceiling height and entrance location, or the parking garage is completely wrapped with buildings consisting of any land use. 	
	<ul style="list-style-type: none"> At least three sides of the parking lot are surrounded by buildings. 	

P-2	Allow reduction of minimum parking requirements.	ALL Roadways
Applies to:	All non-residential zoning districts.	

The minimum off-street parking requirement shall be reduced:

- a) By 1 space for each on-street parking space located in the ROW directly adjacent to the site¹⁰. For purposes of Amendment P-1 (Mitigation of Excess Parking), the on-street parking spaces are not counted in determining the number of spaces provided.
- b) By 40% city-wide for all vertical mixed-use.¹¹
- c) By up to 10% to preserve significant trees, and up to 20% to preserve protected trees¹². If the applicant provides more parking spaces than the minimum required, the additional parking spaces may not result in the removal of significant stands of trees or protected trees.
- d) By 3 spaces for each drive that connects to a drive on adjacent property.
- e) By 20 spaces for every car sharing vehicle provided or mixed-use projects with at least 100 residential units.
- f) By 1 space for each shower facility and 3 lockers provided if:
 - i. not required to provide shower facilities, or
 - ii. is in addition to the minimum requirements.

P-3	Allow on-street parking to be constructed in the public ROW.	Transit and Neighborhood Roadways
Applies to:	All non-residential zoning districts.	

Along both Transit and Neighborhood Roadways, parallel parking spaces should be provided within the ROW immediately abutting the development.

On Transit Roadways, a development is entitled as a matter of right to parallel parking

¹⁰ Similar ordinances have been adopted in Greensboro, NC, Charlotte, NC and San Diego, CA.

¹¹ As with the University Neighborhood Overlay, the existing 20% central city parking reduction is not applied

¹² Similar ordinances have been adopted in San Antonio, TX, Dallas, TX, Sarasota, FL and Nashville, TN.

within the ROW immediately abutting the development. The Director of Public Works may designate certain areas along Transit Roadways as not subject to this entitlement, but the Director may not designate more than 20 percent of the frontage of any Transit Roadway as exempt from this entitlement. Beginning September 1, 2005, if the Director has not designated an area as exempt from this entitlement and an application to place parking in the ROW is submitted, this application shall be administratively granted immediately. Approval shall be granted administratively immediately upon submission of an application.

On Neighborhood Roadways, approval of parallel parking within the ROW is subject to the approval of the Director of Public Works.



LANDSCAPE

Key Issues

The comments from the survey and Task Force discussions indicated that the natural environment is a defining feature of Austin's character and the key element of its attractiveness. In reviewing the current landscape ordinance, stakeholders found that there was not enough incentive to preserve undisturbed areas of native vegetation and so this proposal aims to strengthen natural area preservation.

In addition, landscape needs depend on the development orientation of the site, and since development orientation will vary by roadway type, so will some of the landscape requirements. The table below presents the site characteristics typical of sites for each roadway type and the landscape goals for each roadway.

	Transit Roadway & Neighborhood Roadway	Hill Country Roadway	Highway
C h a r a c t e r i s t i c s	<ul style="list-style-type: none"> • Buildings close to the street • Combination of undeveloped and developed sites • Close to residential areas 	<ul style="list-style-type: none"> • Building setback varies based on site conditions. • Mostly undeveloped, heavily-wooded sites. • Hilly terrain, with some steep slopes • Close proximity to nature preserves • Endangered species and plants 	<ul style="list-style-type: none"> • Building setback varies based on site conditions and developer preference. • Combination of undeveloped and developed sites. • High noise levels • Often major entryways into the city
L a n d s c a p e G o a l s	<ul style="list-style-type: none"> • Provide shade along public sidewalks for pedestrians • Facilitate future, compact redevelopment • Provide additional screening from residential uses. 	<ul style="list-style-type: none"> • Protect /buffer existing preserves • Emphasize landscape preservation and clustering instead of replacement mitigation • Focus on creating functional, connected wildlife habitat 	<ul style="list-style-type: none"> • Focus on appearance from highway • Facilitate future, compact redevelopment

Proposed Code Amendments

L-1	Revise general city-wide landscape requirements.	ALL Roadways
Applies to:	All non-residential land uses when landscaping requirement is triggered (25-2-981).	

For all roadway types, the following would apply:

- a) To maintain Austin's distinctive natural environment and to conserve water, only plants and trees permitted in the "Grow Green" program may be used to satisfy landscape requirements. (The Grow Green list in the Environmental Criteria Manual will be expanded considerably to include many other species that are particularly suited for street trees and for providing shade.)
- b) Unless otherwise noted, "shade" shall mean any plants or structures that provide at least 50% opaque cover during the summer months from April to September.
- c) Mitigation for the loss of protected trees shall be calculated using canopy coverage lost (instead of by caliper inches, as currently done, and which inevitably results in reduced tree coverage on the site for at least 5-10 years).
- d) Maintain requirement to provide one tree no more than 50 feet from any parking space, but require that all landscape islands in parking lots are a minimum of 15 feet wide, rather than 8 feet to allow trees to achieve greater canopy and longer life.
- e) All required trees shall have a minimum caliper of 3" at time of planting rather than the 1 ½" currently required.
- f) Require 1 or 2 bubblers (depending on species) to be located within the drip line of each planted tree.
- g) Delete large parking lot requirement to provide a landscaping median every three parking bays. (The proposed internal "block" sizes, internal drive network and pedestrian pathway requirements will suffice to break up parking lots and reduce diagonal movements by autos.)
- h) Allow the preservation of any natural areas (left undisturbed) to count 1.5 times their surface area toward the minimum required landscape areas of the site.
- i) Require heavily-wooded sites (a TBD number of caliper inches per acre) to be processed through an alternative compliance method to allow for highest level of natural landscape preservation possible. (This will require a rules change to require these sites to inventory trees that are 1" caliper and greater, rather than the current code requirement of only surveying 6" caliper or greater.
- j) Define significant stand of trees.

L-2	Require new Transit Roadway and Neighborhood Roadway landscape standards.	Transit and Neighborhood Roadways
Applies to:	All non-residential land uses when landscaping requirement is triggered (25-2-981).	

Site	
<p>At least 20% of landscape yard (area between the street ROW and a line that coincides with the front wall of the building and extends from the building corners to the side property lines) must be landscaped.</p> <ul style="list-style-type: none"> • The landscaping required for parking lots may count towards compliance with 20% requirement. • Landscaping required for screening parking lots and stormwater facilities is in addition to 20% requirement. 	<p>Buildings are located close to the street along Transit and Transit and Neighborhood Roadways, and though there is not an extensive frontyard to landscape, providing shade is important along streetfronts where public sidewalks are located.</p> <ul style="list-style-type: none"> • At least 30% of hardscape surfaces should be shaded within 5 years OR consist of a light-colored / high albedo (with a reflectance of at least 0.30) material. • Increase to a 25% landscape frontyard requirement for projects NOT subject to the maximum front setback. • For projects that comply with the maximum setback, shade must be provided in the front yard in either, or both, of the following forms: <ul style="list-style-type: none"> • Trees spaced between 20 and 30 feet at intervals appropriate for selected tree species (either on the private property or in the Furniture Zone of the ROW, depending on developer preference, utility easement location and approvals from City for license agreement). The planting area must be (a) a sidewalk made of pervious concrete, (b) a sidewalk made of standard concrete with the trees planted in grates or (c) a landscape strip at least 8 feet wide adjacent to the sidewalk. • The license agreement fee is waived for all shade trees planted in the Furniture Zone of the ROW. • Light-colored awnings or other pedestrian cover at least eight feet deep projecting from the building (option available only if buildings are located within 15 feet of the property line).

L-3	Require new Highway landscape standards.	Highways
Applies to:	All non-residential land uses when landscaping requirement is triggered (25-2-981).	

Site	
<p>At least 20% of landscape yard must be landscaped.</p> <ul style="list-style-type: none"> The landscaping required for parking lots may count towards compliance with 20% requirement. Landscaping required for screening parking lots and stormwater facilities is in addition to 20% requirement. 	<ul style="list-style-type: none"> At least 25% of the frontyard must be vegetated. Along at least 25 percent of the frontage adjacent to the highway, provide (or preserve) a minimum 15' deep landscape buffer planted with shade trees spaced at approximately 20 foot centers. This requirement is in addition to the 25% frontyard landscaping requirement. Additional 10% increments of shade tree buffer must be planted along the highway frontage for each pole sign located on the site.

L-4	Require new Hill Country Roadway landscape standards.	Hill Country Roadways
Applies to:	All non-residential land uses when landscaping requirement is triggered (25-2-981).	

Site	
<p>All of the following are required and are cumulative:</p> <ul style="list-style-type: none"> At least 20% of the landscape yard must be landscaped. At least 40% of the site must remain undisturbed. Vegetation within 100 feet (50 feet on Southwest Parkway) of the dedicated ROW may not be cleared, unless the clearing is necessary to provide utilities and access to the site. Clearing is prohibited within 25 feet of the dedicated ROW or drainage easement. The landscaping required for parking lots may count towards compliance with 20% requirement. Landscaping required for screening is in addition to 20% requirement. 	<ul style="list-style-type: none"> Require at least 25% of frontyard to be vegetated. If the site is located adjacent to dedicated parkland or conservation easement, there must be a native vegetated or undisturbed setback of 100 feet from the affected property line. If both this setback and the required roadway vegetative buffer would be more than 20% of the site, the roadway vegetative buffer can be reduced equal to 20% of the square footage of the property.



LAND USE

Proposed Code Amendments

LU-1	Provide pedestrian service with drive-in services.	ALL Roadways
Applies to:	All new drive-in services.	

A business that offers a drive-in service with no walk-in service must provide safe and convenient access for pedestrians.

LU-2	Options to mitigate undesirable features of service stations.	Transit, Neighborhood, Hill Country
Applies to:	All new service stations.	

If the planned land use is a service station, the service station must meet the following minimum standards:

- a) The street frontage of the service station land must be screened by building or landscape buffer
- b) The number of vehicles that can be serviced simultaneously cannot exceed 16 and the number of vehicle queue lanes cannot exceed 8.

LU-3	New zoning provision of Vertical Mixed Use (VMU)	ALL Roadways
Applies to:	All property currently zoned "MU."	

City code currently contains no zoning for a vertical mixed use building. (The City Code does allow for a vertical mixed-use building under the Neighborhood Mixed-Use Building option.) Even structures zoned as "MU" must meet setback and parking requirements for each use—even though these requirements frequently differ. For instance, a vertical mixed use building with ground floor retail and residential above must meet one setback requirement for retail and a different setback requirement for the residential units. This has resulted in vertical mixed use projects requiring variances to compensate for these inconsistencies. (staff suggests removing)

To address this situation, a zoning provision within the MU zoning category will be

created titled "Vertical Mixed Use" or "VMU." Owners of any property with MU zoning may administratively elect to build under the VMU subdivision.

A VMU building shall have the following features:

1. The ground floor must have a different use from the top floor.
2. The building has no front or side setbacks subject to the exceptions allowed in DO-4.
3. The ground floor must have active uses that open onto the sidewalk.
4. The ground floor active uses must comprise at least 75% of the net length of frontage. (Net frontage is determined by taking the gross length of street frontage and subtracting required drive aisles and stairs that occur at the building perimeter subject to the exceptions allowed in DO-5.)
5. Spaces for ground level pedestrian uses shall be at least 24 feet deep.

[Source: University Neighborhood Overlay]

LU-4	Provide amenity on large sites
Applies to:	All site plans larger than 5 acres (net developable land).

For a site that is 5 acres or larger, 3% of the site must be devoted to one of the following types of amenities:

- i. Plazas (subject to design rules in criteria manual)
- ii. Playgrounds
- iii. Natural undisturbed and contiguous open space.

The areas may be placed in once contiguous location or in separate, distinct areas, which together meet the minimum area of 3 % of the site.

A fee may be paid in-lieu of providing an amenity only in the urban core.

The fee will be based on building square footage and will be used by the City to fund parks in the area or open space. Similar legislation may be found in the US, including locally in Round Rock, TX. Open space is required in their C-2 commercial zoning district.

LU-5	Options to promote development of better places	ALL Roadways
Applies to:	All site plans larger than 5 acres (net developable land).	

For all developments larger than 5 acres, the site shall contain at least 2 of the items from the Preferred list and shall contain no more than one of the items from the Discouraged list:

Preferred Items	Discouraged Items
Implements urban heat island mitigation (green roofs, light colored pavement)	Site has a single retail user that comprises more than 75% of the built space
Contains at least 200 lineal feet of VMU buildings	Contains any curb cuts more frequently than every 660 feet. (Internal Circulation Routes are not considered curb cuts.)
Site contains a mix of uses, with at least 25% of the built area dedicated to each designated use.	Site contains more than two pad sites. ¹³
Create original context sensitive master plan for a mixed use development based on TND principles and memorializes master plan with restrictive covenant as part of a PUD.	
Provides stormwater detention through use of wet pond.	



EXTERIOR LIGHTING

Key Issues

The Land Development Code currently does not regulate exterior lighting, except if triggered by compatibility standards when single-family zoning or uses are located near commercial uses.

Poor lighting causes four major problems:

1. *Reduces public safety.* Glare and excessive contrast makes it difficult to see well at night. In fact, the major reason older drivers prefer not to drive at night is due to the glare caused by poor lighting¹⁴. Excessive contrast makes it difficult for the eyes to adjust quickly resulting in impaired vision, which can lead to tragedy for pedestrians, cyclists and drivers.
2. *Wastes energy.* Lighting that is excessive, poorly configured or ineffective wastes energy and money.
3. *Causes light trespass.* Even if a residential area is not located within the area that triggers compatibility standards for a commercial development, light may still trespass onto residential areas.
4. *Creates light pollution.* The inability to see the night sky due to city lighting is light pollution. The pollution reduces the attractiveness of Austin as a place to live and inhibits both basic amateur and professional astronomical viewing.

Many cities throughout the US have adopted city-wide lighting ordinances including Tucson, AZ, Albuquerque, NM, Seattle, WA and Hailey, ID.



Photo A.
Poor lighting

Photos from www.darksky.org



Photo B.
Good lighting

¹⁴ International Dark Sky Association www.darksky.org

Proposed Code Amendments

EL-1	Use fully-shielded and full cut off light fixtures for certain exterior lighting applications.	ALL Roadways
Applies to:	All site plans and building permits.	

The following outdoor lighting applications shall be illuminated by fully-shielded and full cut-off fixtures:

- public street and pedestrian lighting;
- parking lots;
- roadways and pathways;
- buildings and structures;
- recreational areas;
- billboards;
- product display area lighting;
- building overhangs and open canopies.

New Definitions

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

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

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

Submission of Plans and Evidence of Compliance with Code

All site plans must submit the following information:

- a) Location on the premises of all lighting fixtures, both proposed and any already existing on the site and in adjacent ROWs;
- b) Description of all lighting fixtures, both proposed and existing. The description may include, but is not limited to, catalog cuts and illustrations by manufacturers (including sections where required).

Lamp or Fixture Substitution

Should any outdoor light fixture or the type of light source therein be changed after the permit has been issued, a change request must be submitted to the designated official for approval, together with adequate information to assure compliance with this Code, which must be received prior to substitution.

Non-Conforming Lighting

All outdoor lighting fixtures lawfully installed prior to and operable on the effective date of this Code are exempt from all requirements of this code until January 1, 2025. Compliance with the intent of this Code at all State and Federal facilities is encouraged.



SIGNS

Key Issues

Four main concerns were expressed in the stakeholder discussions and survey comments about signage in Austin:

1. Survey results indicated that "monument" signs are preferable to pole signs on scenic roadways. Projecting and hanging signs are preferable on transit and neighborhood roadways, where development will be located close to the public sidewalk, however these are currently not permitted.
2. Some building facades and roofs are painted in certain colors or designed in certain shapes typical for a certain store and are used as a way to advertise the store. The "branded" buildings are essentially signs that do not comply with sign area calculations.
3. Up-ward and internally-lit signs contribute to light pollution and glare.
4. Address numbers are difficult to find, and sometimes are not present at all, making it difficult to find a business. Improving the visibility of street addresses also helps emergency service personnel find a place.

Currently the City of Austin does not have sign inspection or enforcement. To insure that current and the proposed new regulations are enforced, the Task Force will propose a fee ordinance in the near future to require annual sign fees to support enforcement staff.

Changes to all the commercial sign districts are proposed, however please note that the historic district signage requirements are not affected by this proposal.

Proposed Code Amendments

S-1	Add new sign definitions.	All
Applies to:	All signs subject to sign ordinance, as currently stated in Code.	

Currently, the sign ordinance defines commercial flag, freestanding sign, multi-tenant center sign, projecting sign, roof sign, sidewalk sign and wall sign. The Task Force recommends defining and permitting the following other types of signs not currently defined in the Code:

Awning sign. Any awning containing signage used to identify a business, profession, service, product, or activity conducted, sold or offered on the premises.

Hanging sign. A sign that is suspended from the underside of a horizontal plane surface projecting from the building or is directly attached to the building façade and majority of sign area is perpendicular to the building facade. This includes projecting signs.

Internally Illuminated Sign. A sign illuminated by light sources enclosed entirely within the sign cabinet and not directly visible from outside the sign.

Monument sign. Any freestanding sign that does not have more than 15% free clearance between the face of the sign and the ground or is supported by a monolithic structure which is not less in width than one-half the maximum sign width.

Pole sign- A freestanding sign that has more than 15% free clearance between the face of the sign and the ground.

S-2	Revise city-wide sign regulations.	ALL Roadways
Applies to:	All signs subject to sign ordinance, as currently stated in Code.	

- a) Sign review shall be integrated into the building permit process to determine the portion of the maximum allowable signage dedicated to the building itself (as opposed to signs attached to the building). At the time of the building review, the applicant shall provide all information about signage for the submitted building. This submitted information shall become part of the building permit's binding conditions.
- b) If the sign is produced by an artist selected from the Juried Image Registry maintained by the Arts in Public Places (AIPP) Program, the allowable sign area may be increased by 100%, as long as the company name and logo do not exceed the maximum sign district area. AIPP website:
<http://www.ci.austin.tx.us/aipp/>
- c) Internally illuminated signs are permitted only if constructed with an opaque background and translucent text and symbols. Internally illuminated signs are prohibited on Hill Country Roadways only.
- d) All pole signs citywide are amortized over 10 years from the date of enactment of the ordinance. At that time, all pole signs citywide must be removed. The owner of a pole sign may petition to keep the pole sign upon a showing by the owner that the sign is original and unique. The owner of a pole sign along a highway may petition to keep the pole sign upon a showing that the owner has complied with the enhanced shade tree planting requirements relating to highway developments containing pole signs.

S-3	Revise sign districts, areas and heights	ALL Roadways
Applies to:	All signs subject to sign ordinance, as currently stated in Code.	

As part of the proposal to tie regulations to roadway type, the Task Force proposes that the sign ordinance be modified to reflect the creation of the Highway, Hill Country Roadway and Transit and Neighborhood Roadway Types.

Current Regulations		
Sign Districts	Applicability	Signs Permitted
Expressway Corridor	IH-35, US 183, US 290, SH 71	<ul style="list-style-type: none"> • Freestanding or roof • Wall • Commercial flag

Scenic Roadway
Scenic

Roadways listed in LDC 25-10-6

Proposed Regulations		
Sign Districts	Applicability	Signs Permitted
Highway	Designated AMATP highways	<ul style="list-style-type: none"> • Pole, monument or roof • Perpendicular • Wall • Awning or Commercial Flag

Table of Proposed Changes to the Sign Area and Height Requirements

Sign Districts	Signs Permitted	Proposed Sign Area and Height
	(1) Monument or Roof for each street frontage	<p>Decrease current maximum size and height applicable to the Expressway Sign District:</p> <ul style="list-style-type: none"> • Pole, Monument and Roof Sign Area FROM 60sf sign area for lots with less than 86 linear feet of street frontage, or 300 sf sign area for lots with more than 86 linear feet of street frontage TO TOTAL signage (all signs) 60 sf for single tenant, and 60 sf for each additional tenant up to a maximum of 300sf. • Pole Sign Height FROM the greater of 35 feet above frontage street pavement grade; or 20 feet above grade at the base of the sign TO 35 feet above finished grade of sign. • Monument Sign Height TO 12 feet above finished grade of sign. • Roof Sign Height FROM lesser of five feet above the building façade or five feet above the maximum height permitted for a freestanding sign TO the same (maintain current requirements).
	(1) Projecting or Hanging for each store	<p>Projecting or hanging signs cannot exceed:</p> <ul style="list-style-type: none"> • 35 square feet in area • Lesser of 6 feet, or distance equal to 2/3 the width of abutting sidewalk (same as current downtown requirements for projecting signs)
	(1) Awning or Commercial Flag, for each store	Counts towards wall sign area calculation.
	Wall	FROM Wall cannot exceed 20% of building façade area of the first 15 feet of the building and 10% of total building façade area, OR 64sf, whichever is less TO 1 sf for each 1 lineal feet of building façade to a maximum of 400 sf.

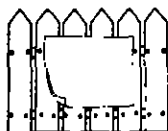
9

¹⁸ The following are subject to the Scenic Roadway sign district regulations (those in bold are Hill Country Roadways): Arterial 8 (Adelaide Dr./Forsythia Dr.); Barton Springs Road; Loop 1; Loop 360 (south of US 183); RM 620 (from SH 71 to Anderson Mill Road); RM 2222 (west of Mopac); RM 2244; Lake Austin Blvd.; West Cesar Chavez St.; Riverside Drive; Spicewood Springs Road (from Mesa Dr to Loop 360); William Cannon Dr (Brodie to Southwest Pkwy); Escarpment Blvd (William Cannon Dr. to Arterial 11 (SH45); Arterial 5 (McKinney Falls Pkwy from US 183 to William Cannon Dr.); FM 973 (from SH 71 to US 183); SH 71 east of IH 35; US 183 South of SH 71; Cameron Rd. (north of 183); Parmer Lane (except for the area between Loop 1 and IH 35); Stassney Lane, east of IH 35; Slaughter Lane; and Old Spicewood Springs Rd. (from Loop 360 to Old Lampasas Trail); Southwest Parkway.

	(1) Monument	Maintain current requirements: Sign area cannot exceed 0.4 square feet for each linear foot of street frontage or 64 square feet.
	Wall	FROM total sign area (including all signs, except freestanding) is limited to 10% of the façade area of the first 15 feet of the building TO 1 sf for each 1 lineal feet of building façade to a maximum of 400 sf.
	(1) Monument for each street frontage	<ul style="list-style-type: none"> • Maintain current requirements: Sign area cannot exceed 0.4 square feet for each linear foot of street frontage or 64 square feet • A monument sign cannot exceed 12 feet in height above finished grade of sign.
	(1) Projecting or Hanging for each store	Projecting or hanging signs cannot exceed: <ul style="list-style-type: none"> • 35 square feet in area • Lesser of 6 feet, or distance equal to 2/3 the width of abutting sidewalk (same as downtown requirements for projecting signs)
	Awning	Counts towards wall sign area calculation.
	Wall	FROM Wall cannot exceed 10% of building façade area of the first 15 feet of the building (in neighborhood commercial sign districts) and 20% of the first 15 feet of the building façade (in commercial sign districts), OR 64sf, whichever is less TO 1 sf for each 1 lineal feet of building façade to a maximum of 400 sf.
	(1) Commercial Flag for each store	Counts towards wall sign area calculation.
	Sidewalk	Maintain current requirements

S-4	Provide visible street address numbers.	ALL Roadways
Applies to:	All non-residential land uses.	

Street addresses, visible from the public ROW, must be located on the sign or the building. The street address, up to 10 square feet, does not count towards sign area. Currently a street address is not required and may be up to 6 square feet (the 6 sf does not count towards the sign area).



SCREENING & COMPATIBILITY

Key Issues

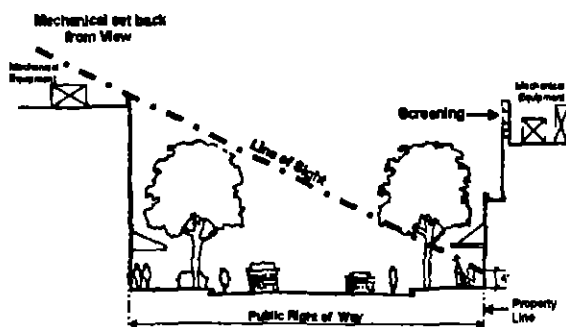
Two of the goals of this initiative is to improve the quality of development near neighborhoods and to reduce the visual impacts of the more unattractive components of development, such as dumpsters and loading areas. Several amendments are proposed to accomplish both goals.

Proposed Code Amendments

SC-1	Options to screen equipment and utilities.	ALL Roadways
Applies to:	All non-residential zoning districts. Projects that require site plans.	

Currently, screening of mechanical equipment, trash dumpsters and other utilities is required when residential uses are located near the commercial development and in the downtown CBD and DMU zoning districts. The Task Force wants to extend this requirement city-wide to all commercial development, regardless of location. For all non-residential development within the City of Austin, regardless of roadway type, at least 2 of the following three options shall be chosen:

- a) All mechanical, solid waste and utility-related equipment must be screened from public view, including rooftop equipment. (Major utility facilities and antennae are exempt from requirement.) See illustration below.
- b) Set storage, utilities, trash collection and loading areas at least 20 feet away from all sidewalks and residential uses. The accessible ADA route required to serve the storage, trash collection and loading area is not considered in determining compliance with this option.
- c) Structural screening of dumpsters and loading areas consists of same building materials as the main building.





STORMWATER MANAGEMENT

Key Issues

Concerns about the design of stormwater management facilities were expressed in the survey comments and during stakeholder discussions. Many stormwater facilities are constructed with concrete walls and are not integrated aesthetically or functionally into the site, resulting in an unattractive facility, even if screened with vegetation.

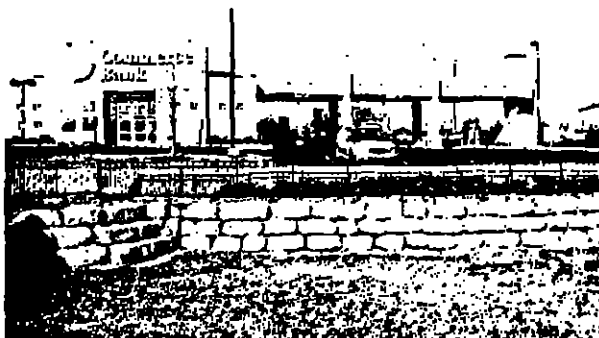
Proposed Code Amendments

SM-1	Construct attractive stormwater facilities.	ALL Roadways
Applies to:	All new stormwater facilities (triggered by subdivision and site plan).	

All stormwater facilities are required to comply with the requirements below.

- All supporting walls of structural facilities that extend within 50 feet of a public ROW must be constructed of or faced with stone.
- If fencing is required, chain-link fences are prohibited if within 50 feet of the public ROW.

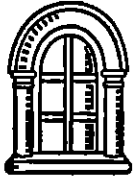
Landscaping around the facilities would still be required, however use of plants to screen the facility would not be required.



Facility constructed of stone and would comply with proposal SM-1.



Facility that complies with current requirements, but not with proposed SM-1.



BUILDING DESIGN

Key Issues

Building design is regulated in many communities throughout the US (an estimated 3,000 cities¹⁶) to improve the look of the community, and in some communities, to enforce a certain character or style. For instance, in Sante Fe, NM adobe-style buildings are required. In Austin, as heard from stakeholders and as seen in some survey comments, diversity in building design is important, so the proposal is not prescriptive about requiring buildings to be of a certain style. The proposal instead provides options that help insure buildings have visual appeal and contain functional design elements that make the pedestrian experience at all sites pleasant.

Proposed Code Amendments

BD-1	Restrict certain building materials.	ALL Roadways
Applies to:	All non-residential land uses and vertical mixed-use that includes residential. Land use exemption list applies. Projects that require building plans, except additions and interior and exterior remodels.	

- a) Plain concrete block (painted or unpainted) may only be used on rear or interior side façade walls or as an accent material (less than 25% of total façade).
- b) EIFS (Exterior Insulation Finishing System) prohibited at the ground floor only.
- c) Vinyl siding is prohibited, unless used as an accent material (less than 25% of total façade).
- d) Concrete tilt-up walls without knock-out panels (To be acceptable, knock-out panels should allow for a storefront module at the ground floor of 12' wide x 12' tall minimum every 75 feet. Upper-story modules should allow at a minimum for window openings of 10 sf every 20 feet).

BD-2	Provide glazing on building facades.	ALL Roadways
Applies to:	All non-residential land uses (except office). Land use exemption list applies (tbd). Projects that require building plans, except additions and interior and exterior remodels.	

- a) Buildings with 50,000 square feet or greater footprint. All facades (with the exception of a single facade facing the loading area) must have glazing.

¹⁶ American Planning Associatio

- b) Provide shade or shelter on building facade
- i. At least 50% of the front wall area that is between 2 and 10 feet above grade must consist of clear glazing.
 - ii. At least 25% of the wall area on all other facades, except the facade facing the loading area, must consist of glazing.
 - iii. If a single story building has a facade higher than 20 feet, the facade area above 15 feet is subject to the same window requirement as the second floor requirement.
 - iv. Second-floor front facades must provide a minimum of 25% glazing between 3' and 8', as measured from that story's finished floor level.
 - v. To facilitate the development of a street wall, any facade that is built up to an interior mid-block property line is not required to have glazing on that facade if:
 - i. The property adjacent to that facade is not a parking area; and
 - ii. No prohibitions and no contractual or legal impediments exist that would prevent a building being constructed on the adjacent property up to the wall of the facade.
- c) Buildings less than 50,000 square feet. All facades (with the exception of a single facade facing the loading area) must have glazing.
- i. At least 50% of the front wall area that is between 2 and 10 feet above grade must consist of glazing.
 - ii. If a single story building has a facade higher than 20 feet, the facade area above 15 feet is subject to the same window requirement as the ground level requirement.
 - iii. Second-floor front facades must provide a minimum of 25% glazing between 3' and 8', as measured from that story's finished floor level.
 - iv. To facilitate the development of a street wall, any facade that is built up to an interior mid-block property line is not required to have glazing on that facade if:
 - i. The property adjacent to that facade is not a parking area; and
 - ii. No prohibitions and no contractual or legal impediments exist that would prevent a building being constructed on the adjacent property up to the wall of the facade.

BD-3	Waive annual license fee for pedestrian cover and trees in ROW.	ALL Roadways
Applies to:	All land uses on Transit and Neighborhood Roadways.	

BD-3	Waive annual license fee for pedestrian cover and trees in ROW.	ALL Roadways
Applies to:	All land uses on Transit and Neighborhood Roadways.	

Currently in the CBD and DMU zoning districts, owners of buildings with pedestrian cover, such as awnings or balconies over the public sidewalk, do not pay an annual license fee, which is typically charged by the City for all private structures in the ROW. This amendment would extend that to all zoning districts to encourage the construction of buildings with pedestrian cover over the public sidewalk.

In addition, trees planted in the ROW will be considered pedestrian cover, and the annual license fee for those will be waived too. It is the policy of the City Council that shade trees are an important component of the public right-of-way just as utility lines are an important component. Therefore, by October 1, 2005, the Director of Public Works shall complete a plan for all Transit Roadways specifying how and where shade trees may be planted in the ROW at intervals not less than every 30 feet. As of October 1, 2005, approval of an application to plant shade trees in the ROW along Transit Roadways in the locations and manner specified in the Director's plan shall be granted administratively immediately upon submission of the application.

BD-4	Requirements for single story buildings larger than 100,000 square feet.	ALL Roadways
Applies to:	All non-residential land uses (except office). Land use exemption list applies. Projects that require building plans, except additions less than 30% of total square footage or less than 5,000 square feet and interior and exterior remodels.	

Large buildings such as big box stores play a significant affect on the built environment due to their size and the amount of land they use. They can be difficult to adapt to different uses. To promote reusability and sustainability the following items apply to single commercial story buildings larger than 100,000 square feet.

1. Building is structurally and architecturally designed to be subdivided into smaller spaces. If the building is taller than 18 feet to the bottom of the roof joist, the building permit shall include architectural and engineer's plans demonstrating that the building is architecturally and structurally designed for the future addition of a functional interior second floor within the envelope.
2. Building façade consists of 75% masonry or limestone excluding the window area and rear service area on sides visible to the public.
3. Building has 50% glazing on the front façade, 25% glazing and cutouts for an additional 25% glazing on sides visible to the public.
4. Building has a Green building rating of at least 2 stars.

BD-5	Options to Improve building design	ALL Roadways
Applies to:	All non-residential land uses (except for office). Land use exemption list applies. Projects that require building plans, except additions and interior and exterior remodels.	

The sign area calculation shall include any areas on the wall and roof of the building that have trademarked or copyrighted colors, graphics or building features and shapes. This excludes any awnings that may be used. This provision is intended to limit the use of the building as a sign and to promote future re-use. No corporate franchised prototype building

Each building plan must earn 4 points. If the building plan shows any of the negative design features listed below, one additional point must be earned for each negative design feature.

1. Building(s) is one story and greater than 20 feet tall, floor to bottom of roof structure.
2. Building façade exceeds 200 feet.

3. Building is a pad building with any of the following features: ¹⁷
 - a. drive-through;
 - b. building is separated from other buildings by parking on at least three sides;
 - c. the building's street facing façade is shorter in length than the side facades.(Two negative points if building contains all three features.)
4. Building is a pad building located in the CBD with any of the following features (Four negative points):
 - a. drive-through;
 - b. building is separated from other buildings by surface parking on at least two sides;
5. Building is not vertical mixed-use (Transit Roadways and CBD only).
6. Building is a prototype, or any portion of exterior consists of trademarked or copyrighted design features used by national chain.
7. Retail activities inside building do not have direct entrance along building exterior (liner store treatment).
8. False fronts or shaped parapets are created to increase apparent size of building or house signage/corporate identity logos, etc.

n

¹⁷ Not applicable in conventional use zones

Group A (Highly desirable features) 4 points	Group B 2 points	Group C 1 point
VMU structure (1 extra point if VMU structure contains at least 25% residential and 25% of either office or retail)	Provide "liner" stores (at least 75% of building façade must be storefronts for at least two other uses).	Green Building rating: 1 point for each star above minimum requirement
	Use light-colored roofing.	Building contains liner stores inlaid into façade of user larger than 100,000 square feet. (1 point for each liner store)
	Provide shower facilities (refer to Connectivity amendments for standards).	Façade articulation
	Building contains green roof.	Roof design
	Building integrates solar power generation into building design (e.g., rooftop solar panels or Building Integrated Photovoltaics)	Building materials
		Primary entrance design
		Glazing on ground-floor facades that face the street or parking lot have a Visible Transmittance (VT) of 0.6 or higher.
		Improves storefronts to new regulatory standard for glazing type/size & shading.
		Complies with neighborhood design guidelines, as prescribed in the Urban Design Criteria Manual.
		Incorporates café seating on sidewalk or Supplemental Zone
		Does not use plain concrete block

Explanation of Options

Façade Articulation (pick one)

1. Changes in plane with a depth of at least 24 inches, either diagonally, horizontally, or vertically, at intervals of not less than 20 feet and not more than 100 feet.
2. Changes of color, texture, or material, either diagonally, horizontally or vertically, at intervals of not less than 20 feet and not more than 100 feet.
3. A repeating pattern of wall recesses and projections, such as bays, offsets, reveals or projecting ribs, that has a relief of at least eight inches.

Primary Entrance Design

At least three of the following design elements at the primary entrance, so that the primary entrance is architecturally prominent and clearly visible from the abutting street:

- a. Architectural details such as arches, friezes, tile work, murals, or moldings.
- b. Integral planters or wing walls that incorporate landscaping or seating.
- c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.
- d. Prominent three-dimensional features, such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.
- e. A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.

Roof Design

Roofs must have at least one of the following design elements:

- a. Parapets with horizontal tops having height changes of at least one foot occurring horizontally no less than every 100 feet. Parapets that do not have horizontal tops must have pitched or rounded tops with a pattern that repeats or varies no less than every 100 feet. All parapets must have detailing such as cornices, moldings, trim, or variations in brick coursing.
- b. Sloping roofs with at least two of the following design elements:
 - i. Slope of at least 5:12.
 - ii. Two or more slope planes.
 - iii. Overhanging eaves extending at least three feet

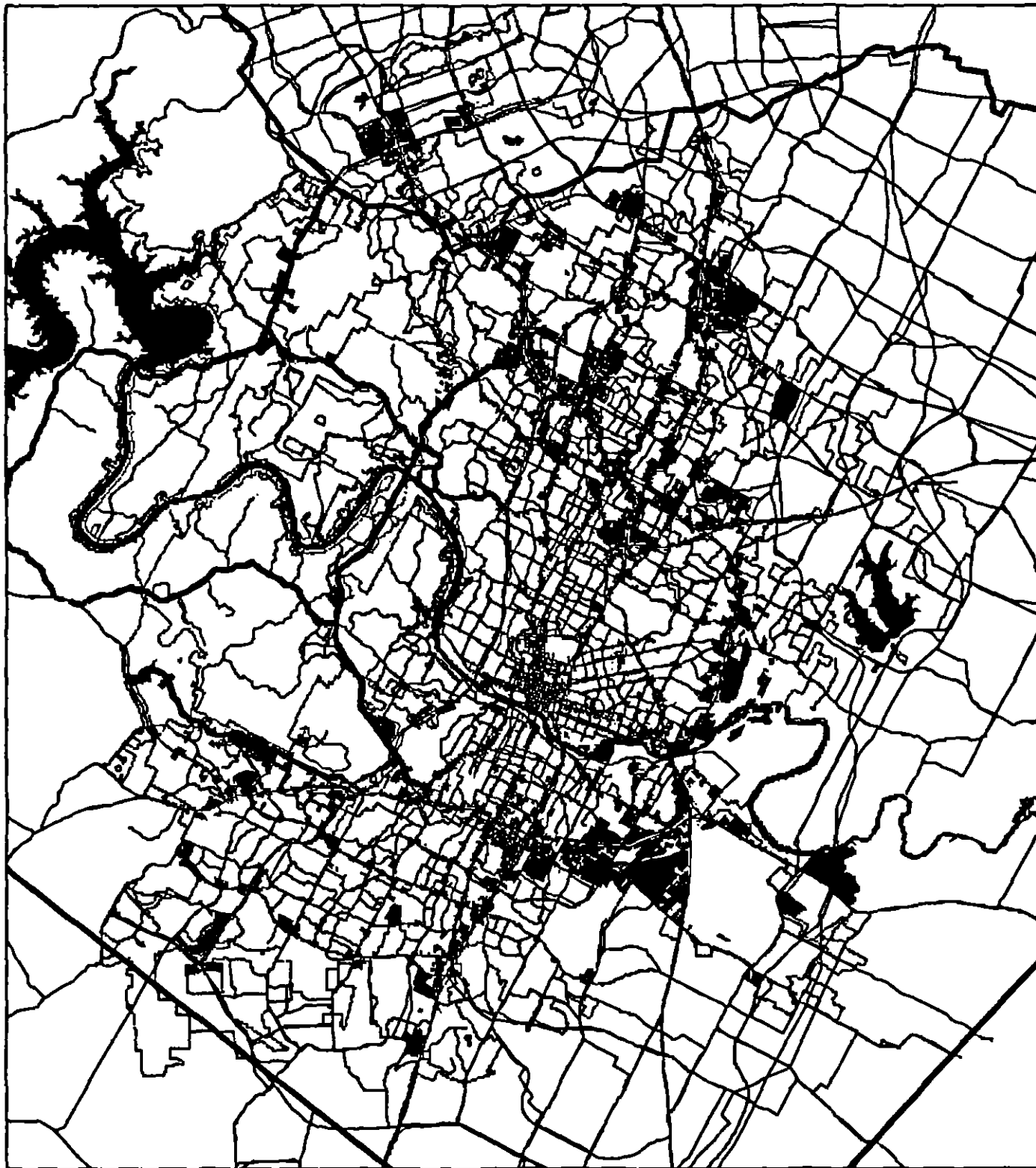
beyond the supporting wall.

Light-colored roofing

Buildings must use roofing having a Solar Reflectance Index (SRI)¹⁸ as required in the table below for a minimum of 75% of roof surface; OR install a vegetated roof for at least 50% of the total roof area; OR install a combination of vegetated roof and SRI-compliant roof for at least 75% of roof area.

Low-slope roof: less than or equal to 2:12	SRI = 78
Steep slope roof: > 2:12	SRI = 29



¹⁸ Solar Reflectance Index (SRI) combines reflectivity and emittance to measure a roof's overall ability to reject solar heat. The Environmental Energy Technologies Division at Lawrence Berkeley National Laboratory (<http://eande.lbl.gov/CoolRoof/membrane.htm>) lists SRI values associated with several different brands and types of low-slope membranes. Steep slope roofing applications can be found with a SRI up to 62.



Citywide Design Standards

Hill Country Roadways

Roadway Class

-  Hill Country
-  Other Major Roadways

Selected Commercial Zoning Categories

-  (LR, GR, CS, NO, LO, GO, LI, CH)



WORKING DRAFT April 19, 2005

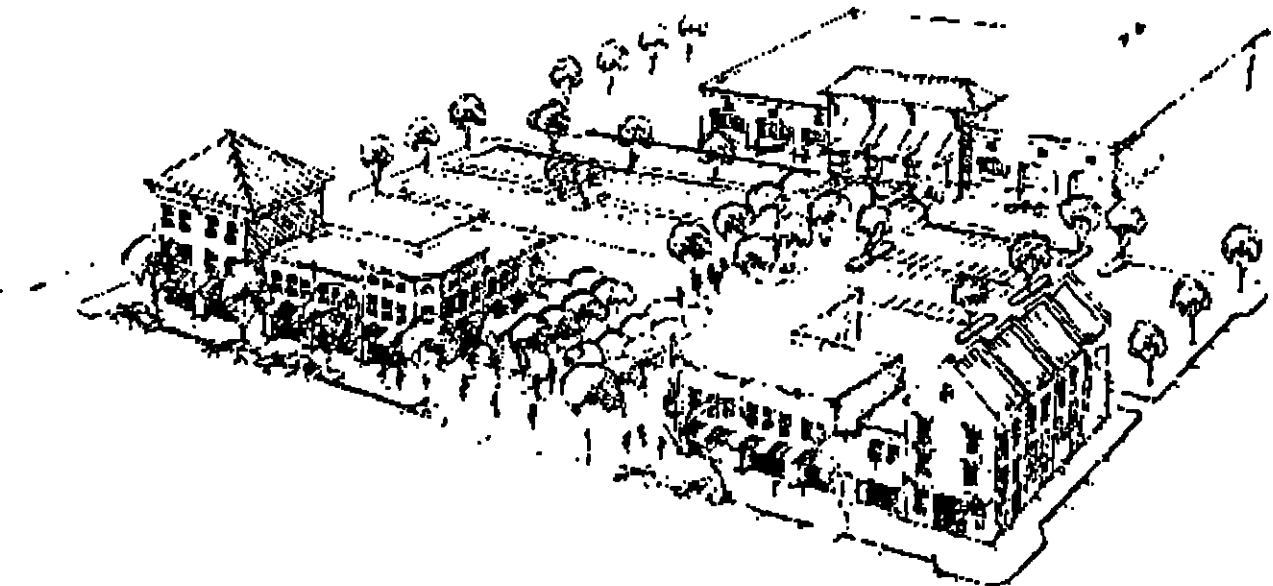
RAISING THE DESIGN STANDARDS IN AUSTIN, TX

Proposed Code Amendments to Improve Commercial Design

Prepared by Councilmember Brewster McCracken's Task Force

TABLE OF CONTENTS

City Council Resolution	2
Task Force Research	2
Structure	3
Applicability	3
Map of Highways	4
Map of Hill Country Roadways	5
Proposed Code Amendments	6
Summary Table (Provides page numbers for full description of code amendment)	



BACKGROUND

City Council Resolution

On February 26, 2004 City Council, in response to the findings that the City of Austin has among the lowest design standards of communities in the Central Texas region, directed the City Manager by resolution (#040226-27) "...to prepare recommendations for citywide design standards for commercial and retail development. These recommended citywide design standards shall constitute the best practices of the standards adopted by communities around the nation and shall require design standards that reflect Austin's unique historic, landscape and architectural character..." The Council resolution specifically asked for standards for commercial development related to:

- | | |
|-----------------------------|---|
| • Landscaping | • Development orientation |
| • Building façade materials | • Transit and pedestrian amenities |
| Use of windows | • Public spaces |
| • Façade articulation | • Neighborhood access |
| • Lighting | • Parking |
| • Convertibility | • Signage |
| • Design modularity | • Screening of loading, mechanical equipment, storage and trash |

Task Force Research

The Task Force, organized by Councilmember Brewster McCracken, met over several months to consider research and input from the public, various stakeholder groups and individuals. The Task Force consisted of Mayor Pro-Tem Jackie Goodman, Councilmember Raul Alvarez, Councilmember Brewster McCracken, (and their aides), Design Commissioners Girard Kinney and Richard Weiss and Planning Commissioners Chris Riley and Matthew Moore. City staff participated in Task Force meetings as well. The Task Force sought to understand the preferences of citizens and the regulations of other cities prior to developing a recommendation, by reviewing the following:

- Results of the web-based survey of Austin residents and visitors conducted between March 12, 2004 and April 16, 2004. There was a record-setting 5,469 respondents.
- Development requirements in other US cities.
- Interviews of planners in other communities with design regulations.
- Input from individual members of the Austin real estate community.
- Input from public meetings with open Stakeholder group consisting of design and real estate professionals and neighborhood and environmental activists.
- Findings by Robert Gibbs, national retail design expert, and the input from work sessions he led with the stakeholder group.

PROPOSAL

Structure

The intent of these new regulations is to create a built environment of aesthetic and sustainable value that enhances economic development efforts to promote Austin's unique character and natural environment and that upholds an efficient development review process.

The proposed new regulatory system will raise standards for all non-residential and mixed-use development, but within a regulatory structure offering options and flexibility, not strict requirements. **New commercial development will be subject to a set of minimum site and building design standards, recognizing that all new development, regardless of size, should be subject to minimum standards** (See Applicability section below for when proposed minimum requirements would be triggered).

The major change in this proposal is in how development will be regulated. **Certain development regulations (such as development orientation, signage and landscaping) will be tied to the development parcel's roadway frontage(s), recognizing both that the roadway provides access to the site and to the urban design framework.** The Applicability section below indicates which amendments apply to which roadway types. The Roadway types proposed are:

- i. Transit Roadways (roadways to be determined)
- ii. Neighborhood Roadways (roadways not considered Transit, Highway or Hill Country).
- iii. Highways (see map page 4)
- iv. Hill Country Roadways (see map page 5)

Applicability

Not all site plan and building plan permits must comply with the proposed code amendments. The table on page 6 summarizes when a development must comply with a proposed code amendment. In all cases, any regulation from the Neighborhood Plan Combining District (NPCD), Neighborhood Conservation Combining District (NCCD), Traditional Neighborhood Development (TND) and all zoning overlays supersede these proposed code amendments to the extent of conflict. ***Specifically, compatibility standards and neighborhood plans supersede these proposed code amendments to the extent of conflict.*** In addition, the current Code requirements apply where the proposed code amendments do not change the current requirements.

Currently the code does not specifically define what a redevelopment project is, but instead states for certain regulations, such as for water quality in LDC Section 25-8-26, at what point a project triggers compliance.

Redevelopment: In general, projects that completely redevelop a site should comply

with the Commercial Design Standards although the Task Force encourages the identification and adoption of incentives to encourage redevelopment and subsequent compliance with the new standards.

For projects that are partially redeveloping a site the Task Force proposes the following:

- **Partial redevelopment should not increase the degree of noncompliance with the Commercial Design Standards.**
- **Existing City of Austin standards and processes for redevelopment need to be identified and understood. Existing standards are the logical starting point for similar rules related to the Commercial Design Standards.**
- **There should be a graduated scale or trigger for compliance with the Commercial Design Standards based on the scope of redevelopment.**

Summary of Proposed Code Amendments

Development Orientation				
DO-1	Definitions	All non-residential zoning districts.	All new buildings, except additions to existing buildings.	All
DO-2	Development Orientation on Urban and Transit Roadways	All non-residential zoning districts. Land use exemption list applies. ¹	"	Urban and Transit and Roadways
DO-3	Development Orientation on Neighborhood Roadways	"	"	Neighborhood
DO-4	Development Orientation on Internal Circulation Routes	"	"	Urban and Transit Roadways
DO-5	Orient building(s) to roadway type hierarchy		"	All Roadways
DO-6	Allow exceptions to maximum front setback to protect natural features and historically significant resources			Urban and Transit and Neighborhood Roadways
Connectivity				
C-1	Create street-like internal circulation system on large sites.	All non-residential zoning districts. Land use exemption list applies. ²	Projects that require site plans, except additions.	All
C-2	Options to improve pedestrian, bicycle and vehicular connectivity.	"	"	All, with exceptions for Transit and Neighborhood Roadways.
C-3	City action to improve pedestrian connectivity and encourage streetscape improvements			Urban and Transit Roadways
Parking				
P-1	Allow reduction of minimum parking requirements	All non-residential zoning districts.	When parking requirement triggered (25-6-471).	All

¹ A land use exemption list will list specific land uses not subject to the proposed code amendment. This list will be developed later after receiving input from the public and city staff.

P-2	Allow on-street parking constructed in the public ROW	**	**	Urban and Transit and Neighborhood Roadways
	Landscape			
L-1	Revise general city-wide landscape requirements.	All non-residential land uses.	When landscaping requirement triggered (25-2-981).	All
L-2	Require new landscape standards for each roadway	**	**	All
Land Use				
LU-1	Provide pedestrian service with drive-in services	All drive-in services	New drive-in services	All
LU-2	Options to mitigate undesirable features of service stations.	All new service stations.	New	All
LU-3	New Vertical Mixed Use zoning option within MU zoning.	All MU zoning	Site plans.	All
LU-4	Provide amenity on large sites			All
LU-5	Options to promote Envision Central Texas and CAMPO recommended land use patterns			All
Exterior Lighting				
EL-1	Use fully-shielded and full cut off light fixtures for certain exterior lighting applications.	All non-residential uses and lighting in public ROW.	Projects that require site plans and building permits.	All
Signs				
S-1	Add new sign definitions.	Current applicability requirements in sign ordinance	Current trigger requirements in sign ordinance	All
S-2	Revise city-wide sign regulations.	**	**	All
S-3	Revise sign districts, areas and heights.	**	**	All
S-4	Provide visible street address numbers.	**	**	All
Screening & Compatibility				
SC-1	Screen equipment and utilities.	All non-residential zoning districts.	Projects that require site plans.	All

Stormwater Management				
SM-1	Construct attractive stormwater facilities.	All new stormwater facilities.	Subdivision and site plan.	All
Building Design				
BD-1	Pedestrian Frontages	All commercial zoning and VMU zoning. Applies to any buildings zoned for industrial use or warehouse use at the point their use is converted to commercial		All
BD-2	Waive annual license fee for pedestrian cover and trees in ROW			All
BD-3	Options to improve building design	All commercial zoning and VMU zoning. Applies to any buildings zoned for industrial use or warehouse use at the point their use is converted to commercial	Projects that require site plans, except additions	All
BD-4	Drive in Services and Pad buildings on larger sites			All



DEVELOPMENT ORIENTATION

Key Issues

Orientation refers to where buildings sit on a site as well as where their principal entrances or "storefronts" are located. Currently in Austin's code, regulations related to orientation, such as building setbacks, depend solely on the property's zoning. While this approach is common throughout the US, there are three key problems with it:

- The building setbacks and other site development regulations are the same for each property within the same zoning district regardless of where the property is located and what kind of roadway provides its principal access. For example, a property located on a two-lane neighborhood collector street with GR zoning has the same setback and height requirements as a property with GR zoning on a major highway. The desired orientation of a commercial development depends primarily on what roadway it is on and what area of town it is in, but the current code does not consider these differences.
- Linking site development regulations solely by base zoning district results in zoning for site regulations, instead of zoning for land uses. For instance, it is not uncommon for an applicant to request CS zoning for the site development regulations, but only wanting GR uses.
- Along a single stretch of roadway, there are often a variety of zoning districts, each with different site development regulations. Currently, there could be three adjacent parcels on the same roadway with the same land use but with three different setback, height, impervious cover and FAR requirements.

In addition, survey results showed that a strong majority (70.5%), including the majority of real estate professionals, want to see a change in development orientation along non-highway roadways (Urban Roadways) so that buildings are built close to the street. In addition, cities around the US, including San Antonio, TX, Dallas, TX, San Diego, CA, Milwaukee, WI, Sarasota, FL and Portland, OR are now requiring buildings close to the street along certain roadways or within non-downtown zoning districts.

Proposed Code Amendments

Some optional items contain ongoing obligations. To ensure ongoing compliance, all site plans shall list the obligations for the site, and all site plans shall be filed with the county clerk.

DO-1: Definitions

To improve the responsiveness of zoning to location, to remove the inconsistency of having different regulations for the same use on the same roadway, and to create a cohesive development pattern, development orientation will be dependent on the roadway type where the development occurs.

"Urban and Transit Roadways" are defined by the following boundaries:

1. (northern boundary) Anderson Lane;
2. (eastern boundary) Cameron, Pleasant Valley;
3. (southern boundary) Ben White;
4. (western boundary) Mopac except for area bounded by Lake Austin Blvd., Pecos, Mesa and Spicewood Springs.
5. Urban and Transit Roadways shall also include the portions of roadways extending from these boundaries that serve as rapid transit bus lines.

"Neighborhood Roadways": all roadways that are not Transit, Hill Country or Highway Roadways.

"Hill Country Roadways": This roadway type applies on all properties within 1000 feet of FM 2222, FM 2244, FM 620, Loop 360 and Southwest Parkway.

"Highways": all freeways, parkways, expressways, and frontage roads identified in the Austin Area Metropolitan Transportation Plan.

"Internal Circulation Route" either a public street or a private drive edged by a curb within a development.

CBD and DMU zoning are exempt from maximum and rear setback provision.

Site Development Regulations per Roadway Type

	Setbacks (in feet)								
Roadway Type	Front		Rear		Side		Side Street	Max. Height ³ in feet	Building Cover/ FAR None- Impervious cover limit dictates
	Min	Max	Min	Max	Min	Max			
1. Transit Roadway	0*	15	5	N/a	0	N/a	Consult front setback per road type	Zoning height	N/a
2. Neighborhood Roadway ⁴	0*	35	5	N/a	0	N/a		Zoning height	N/a
3. Hill Country ⁵	50	N/a	25	N/a	0 N/a	N/a		Zoning height	N/a
4. Highway ⁶	25	N/a	25	N/a	0	N/a		Zoning height	N/a
5. Downtown ⁷	0	10	0	N/a	0	N/a		Zoning height	N/a

DO-2	Development Orientation on Urban and Transit Roadways	Urban and Transit Roadways
Applies to:	All zoning districts. All new buildings, except additions to existing buildings. (auto repair, screened parking, garage doors, loading areas):	

1. Parking is prohibited between the building(s) and the front property line unless the development meets the exceptions set forth below.
2. On sites shallower than 200 feet, parking may be located in front of a building if—
 - a. at least 30% of the street frontage consists of continuous building façade (divided into no more than two buildings) or 15% of continuous VMU building façade (divided into no more than two buildings) is located within 15 feet of the property line; and
 - b. there is a row of shade trees between the curb and the parking area; and
 - c. 3 of the following options are met:
 - I. A sidewalk at least 6 feet wide lined by shade trees leads to the main customer entrance from the property line. No more than one drive aisle can cross the sidewalk.
 - II. At least 30% of the front street yard consists of open space such as a pocket park or plaza that runs from the street to the building frontage.
 - III. The parking area does not exceed 75 feet in depth between the property line and the building.

³ Building height will continue to be regulated by zoning district.

⁴ All roadways that are not Transit, Hill Country or Highway Roadways.

⁵ This roadway type applies on all properties within 1000 feet of FM 2222, FM 2244, FM 620, Loop 360 and Southwest Parkway.

⁶ Includes freeways, parkways, expressways, and frontage roads identified in the Austin Area Metropolitan Transportation Plan.

⁷ This roadway type applies to all sites zoned CBD or DMU, subject to certain exceptions listed in LDC 25-2-594(B). The downtown setbacks described here are intended to reflect current provisions. See, e.g. 25-2-594(C)(I) (prescribing 10' maximum front yard setback for first four stories above grade on DMU and CBD sites, subject to certain exceptions).

- IV. The parking area comprises less than 30% of the front streetyard and at least 60% of continuous building façade (divided into no more than three buildings) or 40% of continuous VMU building façade (divided into no more than three buildings) is located within 15 feet of the property line
3. On sites 200 feet or deeper, parking may be located in front of a building if—
 - a. at least 50% of the street frontage consists of a building façade or 25% of a VMU building facade is located within 15 feet of the property line; and
 - b. there is a row of shade trees between the curb and the parking area; and
 - c. 3 of the following options are met:
 - I. A sidewalk at least 6 feet wide lined by shade trees leads to the main customer entrance from the property line. No more than one drive aisle can cross the sidewalk.
 - II. At least 30% of the front street yard consists of open space such as a pocket park or plaza that runs at least 100 feet deep.
 - III. The parking area does not exceed 75 feet in depth between the property line and the building.
 - IV. At least 75% of a building façade or 40% of a VMU building facade is located within 15 feet of the property line
 4. For sites located on a corner on Urban and Transit Roadways,
 - a. the building(s) within 100 feet of the corner may not have a parking area between the building and the property line along the first 75 feet from the corner.
 - b. the development may not contain an auto-oriented use with the following exceptions:
 - I. A drive-through aisle may be located behind the store (example: Walgreens on 45th and Guadalupe).

DO-3	Development Orientation on Neighborhood Roadways	Neighborhood Roadways
Applies to:	All non-residential zoning districts (exempt certain land uses, such as industrial). All new buildings, except additions to existing buildings. (auto repair, screened parking, garage doors, loading areas):	

1. Parking along the street frontage must have—
 - a. a row of shade trees between the curb and the parking area; and

- b. a sidewalk at least 6 feet wide lined on both sides by shade trees leading to the main customer entrance from the property line. No more than two drive aisles can cross the sidewalk.

A shaded sidewalk at least 6 feet wide leading to the main customer entrance. No more than one drive aisle can cross the sidewalk.

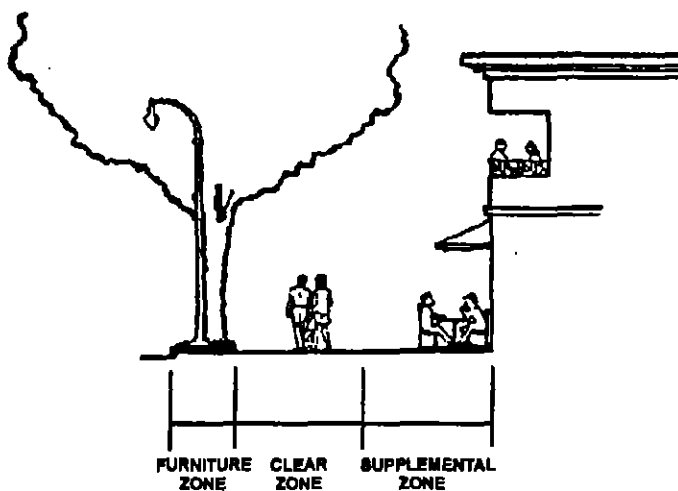
Example from Raleigh code.



- 2. For sites located on a corner on Neighborhood Roadways,
 - a. the building(s) within 100 feet of the corner may not have a parking area between the building and the property line along the first 75 feet from the corner unless—
 - I. a landscape barrier of shade trees is planted for the entire length of the parking area between the curb and the parking area; or
 - II. the building is brought up to the property line on one of the two corner street frontages.
 - b. the development may not contain an auto-oriented use unless
 - I. a landscape barrier of shade trees is planted for the entire length of the development between the curb and the parking area or
 - II. the building is brought up to the property line on one of the two corner street frontages.

DO-4	Development Orientation on Internal Circulation Routes	Urban and Translt Roadways
Applies to:	All non-residential zoning districts (exempt certain land uses, such as industrial). All new buildings, except additions to existing buildings. (auto repair, screened parking, garage doors, loading areas):	

1. Along Internal Circulation Routes (whether built as public streets or as private drives), all buildings must have an adjacent sidewalk to the entrance, followed by an Internal Circulation Route.
2. Parking is prohibited between the building entrance and the curb edge of the Internal Circulation Route. (See Atlanta example below and diagrams in C-1.)
3. Parallel parking is allowed on an internal circulation drive.



Atlanta's Design Standards set out the relationship of buildings to sidewalks and private drives or streets.

Courtesy City of Atlanta

Development orientation for buildings along public streets or within a development containing a street-like internal circulation system.

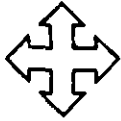
DO-5	Orient building(s) according to roadway type hierarchy.	ALL Roadways
Applies to:	For Transit Roadways, all zoning districts. For Neighborhood, Highway and Hill Country Roadways, all non-residential zoning districts (except certain land uses, such as Industrial). All new buildings, except additions to existing buildings. In no case would this require orienting development toward a street with zoning of SF6 or below.	

1. At least one customer entrance must either:
 - a. face the principal street and connect directly to principal street sidewalk as established through the roadway type hierarchy indicated in the table above (Transit Roadway first, etc. if building is located at intersection of two Transit and Urban Roadways, the priority street is that which offers the highest level of transit service.); or
 - b. if the principle entrance does not face the street—
 - I. the building must be built up to the property line,
 - II. the building edge on-street must provide
 - A. continuous shade/shelter to the front entrance and
 - B. glazing over 50% of the façade along the street.
 - III. the entrance must be less than 100 feet from the street face of the building; and
 - IV. there must be a buffer strip of shade trees between the building and the parking area.
1. If a property is located along or includes more than one road type, then the front setback, parking lot prohibition and principal entrances for each roadway type only apply to the street frontage, not the entire site. For instance, if the development is located on the corner of a Highway and Urban and Transit Roadway, the buildings must comply with the site development regulations applicable to Urban and Transit Roadways only along the Urban and Transit Roadway street frontage.

DO-6	Allow exceptions to maximum front setback to protect natural features and historically-significant resources.	Urban and Transit and Neighborhood Roadways
Applies to:	All non-residential zoning districts (exempt certain land uses, such as industrial). All new buildings, except additions to existing buildings.	

If any of the following are within the maximum building setback area, the setback area shall be increased administratively only to the extent needed to preserve or accommodate the feature.

- i. Protected tree,
- ii. Significant stand of trees (to be defined in landscaping code)
- iii. Critical environmental feature
- iv. Natural drainage feature
- v. Storm water detention facility placed in the setback due to topography and impractical to build underground
- vi. Historically-significant resource (determination made by Historic Preservation Officer)



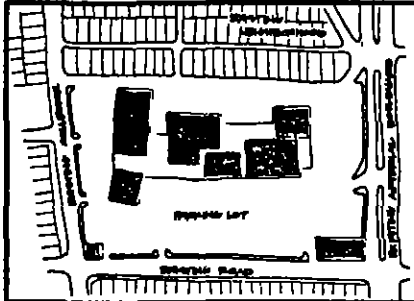
CONNECTIVITY

Key Issues

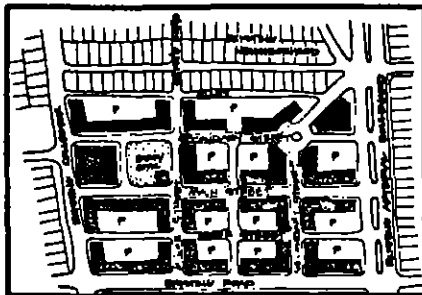
Connectivity refers to how people get to and move within the commercial development, either by foot, bike or motorized transport. Of importance to many of those taking the survey and those concerned with traffic and air quality, is ensuring that access to commercial development is feasible and comfortable by means other than the automobile. These proposed amendments will also help create a built environment that encourages walking and cycling, thus helping to improve air quality and make Austin a fit city.

Proposed Code Amendments

C-1	Create street-like internal circulation system.	ALL Roadways
Applies to:	All zoning districts on Urban and Transit Roadways. For Neighborhood, Highway and Hill Country Roadways, all non-residential zoning districts (except certain land uses, such as industrial). Projects that require site plans, except additions to existing buildings.	



Austin's code currently allows commercial and industrial street block lengths of 2,000 feet, and this is only triggered when a street must be constructed through the site, which is rare. To put the 2,000 block length in perspective, downtown blocks are 276 feet by 276 feet. Therefore, a 2,000-foot by 2,000-foot block is the size of 53 downtown blocks. In most cases, commercial development occurs on large sites that are not required to provide internal public streets. This results in "superblocks" of development. Superblocks limit connectivity, increase traffic congestion within the site and on local roadways and complicate redevelopment.



To mitigate the impact of superblocks, any site plan for a development larger than 660 feet in depth and 330 feet in length, measured from curb to curb, must comply with the following:

1. Site must be divided into blocks no longer than 660 feet by 330 feet from curb to curb. The maximum block length applies both to blocks containing building and blocks containing parking fields (a 660' x 330' foot block creates over 217,000 buildable square feet).
 - a. The maximum block length standard does not apply to sites zoned for office in the Drinking Water Protection Zone.
 - b. The maximum block length standard also does not apply to a Corporate Campus.
 - I. A "Corporate Campus" is defined as a site for a single company larger than 10 acres with at least three office buildings larger than 50,000 square feet each.
 - c. The maximum site block length of 660' x 330' does apply to all sites zoned for office in the Desired Development Zone.
 - I. For office developments in the Desired Development Zone larger than 660' x 330', the maximum office height is increased to 80 feet. This height increase remains subject to compatibility standards.
 - II. Developments in the Desired Development Zone larger than 660' x 330' shall receive the same impervious cover credit for Internal Circulation Routes as land condemned for public roadways (provided they are built to the block length standards).
2. An Internal Circulation Route connecting the blocks must form an interconnected grid-like system. Parking is not permitted within Internal Circulation Routes except for parallel parking or head-in parking adjacent to the curb.
 - a. Contiguous green space and plazas are not subject to the block-length requirements, but if the contiguous green space or plaza is longer than 150 feet, it must include a pedestrian and bicycle shared use path every 150 feet.
3. Curbside parallel parking is permitted on each new public street.
4. The Fire Code is revised to treat internal private drives the same as city public streets for purposes of parallel and head-in parking provided the private drive meets City of Austin street width standards.

5. **Provide 5 foot sidewalks along all blocks, including blocks containing surface parking. (See Country Club Plaza and Gresham OR examples below.)** For each Internal Circulation Route and street subject to amendment C-1, a sidewalk is provided on each side. A similar requirement already exists for subdivision developments and for commercial and office blocks edged by public streets. A sidewalk is not required along the frontage of Highways or Hill Country Roadways.



Country Club Plaza in Kansas City, Missouri, opened in 1924. It is the nation's first greenfield suburban shopping center specifically designed for shoppers arriving by cars.

Country Club Plaza followed the conventional format of parking lots in front of the stores, but it did this with a block system of internal drives set up as streets and with the parking lot across the private drives from the stores.

This design has enabled the shopping center to intensify into a mixed use district. Many of the original surface lots are now parking garages or buildings.

Local examples:

La Frontera

Mueller big box area



Gresham OR development with sidewalks surrounding each parking block.

C-2	Options to Improve traffic congestion and Improve pedestrian, bicycle and vehicular connectivity.	ALL Roadways
Applies to:	All non-residential zoning districts (exempt certain land uses, such as industrial). All new buildings, except additions to existing buildings.	

To improve traffic congestion and enhance car and pedestrian connectivity, all sites or developments larger than 3 net developable acres shall be required to select at least five of the options below.

If a site or development provides surface parking that amounts to more than 125% of the parking required in Appendix A (the table in the LDC that lists land uses and their respective minimum parking requirements), the site or development must select at least seven of the options below.

Transit and Urban and Neighborhood Roadway sites that comply with maximum setbacks and do not have parking between the building and the street do not have to comply with this requirement.

A "shaded sidewalk" means either

1. a sidewalk at least 8 feet wide made of pervious concrete with native shade trees at 20-40 foot intervals or of standard concrete with the trees planted in grates, or
2. a 5 foot sidewalk adjacent to a landscape strip at least 10 feet wide planted with shade trees, or
3. a sidewalk covered with weather-protection materials (such as awnings).

Options:

1. *Provide vehicular and pedestrian connections between sites.*
 - a. Provide private drive or public street connections and sidewalk connection to existing private drives or public streets and sidewalks on adjacent sites.
 - b. (worth 2 points)
2. *Provide shaded sidewalk alongside building façade facing street and parking lot.*
 - a. For at least 70 percent of all building frontages adjacent to or facing parking, a shaded sidewalk at least 6 feet wide and raised above the level of the parking via a defined edge is provided adjacent to the building. ADA ramps alongside the building must also be shaded.

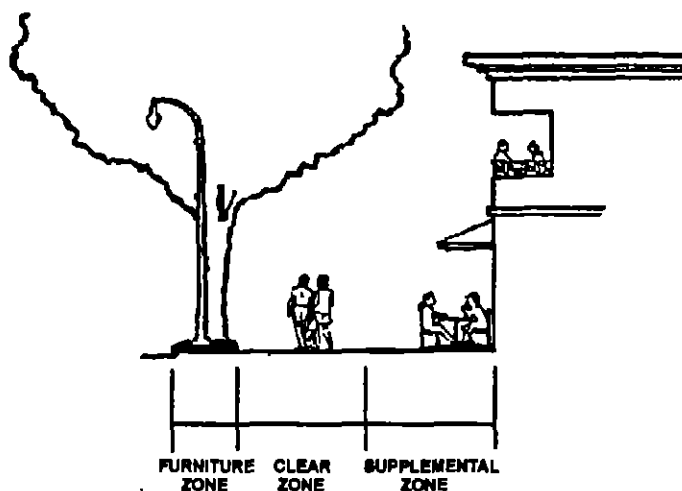
3. *Provide shaded sidewalks within site to all buildings.*
 - a. For all sidewalks within a site, provide shade along at least 75% of sidewalks either through shade trees planted in the Furniture Zone at 20-30 foot intervals or through awnings.
4. *Provide pedestrian and bicycle connections from adjacent ROW.*
 - a. Where public ROW or parkland is adjacent to the property line, provide pedestrian and bicycle access from that ROW to the building entrance. The pedestrian and bicycle access points must be fully accessible during operating hours.
5. *Provide shaded sidewalk alongside driveways that intersect with a public street.*
6. *Provide solar power shading devices in parking lots.*
7. *Provide pedestrian connection to adjacent residential development.*
 - a. If there is a non-residential development adjacent to the site, provide a pedestrian connection to those buildings, up to the property line, and to an existing pathway if one is present on the adjacent site.
8. *Install landscape island at least four feet in width between two opposite head-in parking bays for the length of these parking bays.*
9. *Use at least 3 inch caliper trees for all new plantings in parking lots.*
10. *Do not locate utility lines beneath surface parking areas.*
 - a. This is designed to facilitate future redevelopment.
11. *Limit curb cuts.*
 - a. Connections between site and adjacent arterials and highways occur no more frequently than every 330 feet. An Internal Circulation Route built to full streetscape standards does not count as a curb cut.
12. *At least 50% of the provided parking is constructed of concrete or pervious pavement (for example, pavers, open grid pavement system, pervious concrete).*
 - a. If located in the Edwards Aquifer Recharge zone, only concrete may be used to satisfy this option.
13. *Enhance physical fitness opportunities and multi-modal connectivity by providing shower facilities.*
- 14.

Land Use	Requirement
Office uses	1 shower facility and 3 lockers for buildings more than 10,000 sf ⁸
Commercial uses	1 shower facility and 3 lockers for every building exceeding 50,000 sf of gross floor area
Industrial uses	1 shower facility and 3 lockers for every building exceeding 100,000 sf of gross floor area

C-3	City action to improve pedestrian connectivity and encourage streetscape Improvements	Urban and Transit Roadways
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The Director of Planning and Zoning shall define street frontage dimensions for all Transit Roadways in the manner set forth in the diagram from Atlanta's code attached below. The required frontage shall include continuous Clear Zones for sidewalks and Furniture Zones for street trees and/or parallel parking.

The Director of Planning and Zoning shall also prepare a plan for rebating the cost of planting street trees and burying utility lines in the Furniture Zones along Transit Roadways. The Director of Planning and Zoning shall complete these items no later than October 1, 2005.



Atlanta's Design Standards set out the relationship of buildings to sidewalks and private drives or streets.

Courtesy City of Atlanta

Development orientation for buildings along public streets or

⁸ ADA requirements may not permit a single unisex shower if the expected occupant load exceeds 10. The number of required showers may be increased to 2 ADA showers.

within a development containing a street-like internal circulation system.



PARKING

Key Issues

For many development projects, surface parking lots account for the largest impervious cover on sites, creating or exacerbating the following problems:

- **Visually-blighted environment:** A positive public view from our roadways is critical, as this is the view from which most visitors and residents experience, understand and form an image of the city. Large parking lots offer little visual appeal and tend to detract from the appeal of adjoining buildings and natural environments.
- **Reduced pedestrian accessibility:** Many surface parking lots, due to their extreme size, detract from the pedestrian's ability to comfortably and quickly access the principal entrance.
- **Effect on transportation choices:** An abundance of free parking focuses attention and resources on the automobile, and tends to discourage the use of alternative modes of transportation.
- **Inefficient use of land:** Many retailers exceed Austin's current minimum parking requirement in order to assure more than ample parking during the highest peak shopping days.

Proposed Code Amendments

P-1	Allow reduction of minimum parking requirements.	ALL Roadways
Applies to:	All non-residential zoning districts.	

The minimum off-street parking requirement shall be reduced:

- a) By 1 space for each on-street parking space located in the ROW directly adjacent to the site⁹.
- b) By 40% for all VMU buildings.¹⁰
- c) By up to 10% to preserve significant trees, and up to 20% to preserve protected trees¹¹. If the applicant provides more parking spaces than the minimum required, the additional parking spaces may not result in the removal of significant stands of trees or protected trees.

⁹ Similar ordinances have been adopted in Greensboro, NC, Charlotte, NC and San Diego, CA.

¹⁰ As with the University Neighborhood Overlay, the existing 20% central city parking reduction is not applied

¹¹ Similar ordinances have been adopted in San Antonio, TX, Dallas, TX, Sarasota, FL and Nashville, TN.

- d) By 3 spaces for each drive that connects to a drive on adjacent property.
- e) By 20 spaces for every car sharing vehicle provided or VMU buildings with at least 100 residential units.
- f) By 1 space for each shower facility and 3 lockers provided.

P-2	Allow on-street parking to be constructed in the public ROW.	Urban and Transit and Neighborhood Roadways
Applies to:	All non-residential zoning districts.	

Along both Urban and Transit and Neighborhood Roadways, parallel parking spaces should be provided within the ROW immediately abutting the development.

On Transit Roadways, a development is entitled as a matter of right to parallel parking within the ROW immediately abutting the development. The Director of Public Works may designate certain areas along Transit Roadways as not subject to this entitlement, but the Director may not designate more than 20 percent of the frontage of any Transit Roadway as exempt from this entitlement. Beginning September 1, 2005, if the Director has not designated an area as exempt from this entitlement and an application to place parking in the ROW is submitted, this application shall be administratively granted immediately. Approval shall be granted administratively immediately upon submission of an application.

On Neighborhood Roadways, approval of parallel parking within the ROW is subject to the approval of the Director of Public Works.



LANDSCAPE

Key Issues

The comments from the survey and Task Force discussions indicated that the natural environment is a defining feature of Austin's character and the key element of its attractiveness. In reviewing the current landscape ordinance, stakeholders found that there was not enough incentive to preserve undisturbed areas of native vegetation and so this proposal aims to strengthen natural area preservation.

In addition, landscape needs depend on the development orientation of the site, and since development orientation will vary by roadway type, so will some of the landscape requirements. The table below presents the site characteristics typical of sites for each roadway type and the landscape goals for each roadway.

	Urban and Transit Roadway & Neighborhood Roadway	Hill Country Roadway	Highway
C h a r a c t e r i s t i c s	<ul style="list-style-type: none"> • Buildings close to the street • Combination of undeveloped and developed sites • Close to residential areas 	<ul style="list-style-type: none"> • Building setback varies based on site conditions. • Mostly undeveloped, heavily-wooded sites. • Hilly terrain, with some steep slopes • Close proximity to nature preserves • Endangered species and plants 	<ul style="list-style-type: none"> • Building setback varies based on site conditions and developer preference. • Combination of undeveloped and developed sites. • High noise levels • Often major entryways into the city
L a n d s c a p e G o a l s	<ul style="list-style-type: none"> • Provide shade along public sidewalks for pedestrians • Facilitate future, compact redevelopment • Provide additional screening from residential uses. 	<ul style="list-style-type: none"> • Protect /buffer existing preserves • Emphasize landscape preservation and clustering instead of replacement mitigation • Focus on creating functional, connected wildlife habitat 	<ul style="list-style-type: none"> • Focus on appearance from highway • Facilitate future, compact redevelopment

Proposed Code Amendments

L-1	Revise general city-wide landscape requirements.	ALL Roadways
Applies to:	All non-residential land uses when landscaping requirement is triggered (25-2-981).	

Current landscaping requirements apply, as currently stated in the Code, with the following revisions that apply city-wide to all roadway types.

- a) To maintain Austin's distinctive natural environment and to conserve water, plants and trees permitted in the "Grow Green" program and other Native Species may be used to satisfy landscape requirements. (The Grow Green list in the Environmental Criteria Manual will be expanded considerably to include many other species that are particularly suited for street trees and for providing shade.)

- b) Unless otherwise noted, "shade" shall mean any plants or structures that provide at least 50% opaque cover during the summer months from April to September.
- c) Maintain requirement to provide one tree no more than 50 feet from any parking space, but require that all landscape islands in parking lots are a minimum of 15 feet wide, rather than 8 feet to allow trees to achieve greater canopy and longer life. (except for projects attempting to keep the site envelope smaller; and projects where tree protection measures that require larger islands)
- d) All required shade trees shall have a minimum caliper of 3" at time of planting rather than the 1 ½" currently required.
- e) Require 1 or 2 bubblers (depending on species) to be located within the drip line of each planted shade tree.
- f) All required ornamental trees shall have a minimum caliper of 1-1/2" at time of planting or if sumac and other similar species are used;
- g) Delete large parking lot requirement to provide a landscaping median every three parking bays. (The proposed internal "block" sizes, internal drive network and pedestrian pathway requirements will suffice to break up parking lots and reduce diagonal movements by autos.)
- h) Allow the preservation of any natural areas (left undisturbed) to count 1.5 times their surface area toward the minimum required landscape areas of the site. These shall be non-irrigated areas. Any areas that are re-vegetated to become natural areas shall receive temporary irrigation systems for a 2 year period and will also be counted toward 1.5
- i) Require heavily-wooded sites (a TBD number of caliper inches per acre) to be processed through an alternative compliance method to allow for highest level of natural landscape preservation possible. (This will require a rules change to require these sites to inventory non-survey trees that are 1" caliper and greater, rather than the current code requirement of only surveying 6" caliper or greater.
- j) Define significant stand of trees.

L-2	Require new landscape standards for each Roadway.	ALL Roadways
Applies to:	All non-residential land uses when landscaping requirement is triggered (25-2-981).	

Transit and Neighborhood Roadways	Highways	Hill Country

<p>Buildings are located close to the street along Transit and Transit and Neighborhood Roadways, and though there is not an extensive frontyard to landscape, providing shade is important along streetfronts where public sidewalks are located. The city-wide landscaping requirements apply to all Transit and Neighborhood Roadways, however projects that comply with the maximum front building setback requirement can elect to not satisfy the 25% landscape yard requirement and instead have:</p> <ul style="list-style-type: none"> • Plant various tree species spaced between 20 and 30 feet at intervals appropriate for selected tree species along the sidewalk (either on the private property or in ROW, depending on developer preference, utility easement location and approvals from City for license agreement). The planting area must be (a) a sidewalk made of pervious concrete, (b) a sidewalk made of standard concrete with the trees planted in grates or (c) a landscape strip at least 8 feet wide adjacent to the sidewalk. • Light-colored awnings or other pedestrian cover at least eight feet deep projecting from the building (option available only if buildings are located within 15 feet of the property line). 	<p>Highways must comply with current city-wide landscaping requirements, and as amended in L-1, and the following additional requirements:</p> <ul style="list-style-type: none"> • Along at least 25 percent of the frontage adjacent to the highway, provide (or preserve) a minimum 15' deep landscape buffer planted with shade trees spaced at approximately 20 foot centers. This requirement is in addition to the 25% frontyard landscaping requirement. 	<p>All current hill country landscaping requirements apply, and as amended in L-1, with the following additional requirement:</p> <ul style="list-style-type: none"> • If the site is located adjacent to dedicated parkland or conservation easement (including BCP and water protection lands), there must be a native vegetated, undisturbed setback, or if preferred by AWU and AFD, a defensible space, of 100 feet from the affected property line. If both this setback and the required roadway vegetative buffer would be more than 20% of the site, the roadway vegetative buffer can be reduced equal to 20% of the square footage of the property.
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LAND USE

Proposed Code Amendments

LU-1	Provide pedestrian service with drive-in services.	ALL Roadways
Applies to:	All new drive-in services.	

A business that offers a drive-in service with no walk-in service must provide safe and convenient access for pedestrians.

LU-2	Options to mitigate undesirable features of service stations.	Urban and Transit, Neighborhood, Hill Country
Applies to:	All new service stations.	

If the planned land use is a service station, the service station must meet the following minimum standards:

- a) The street frontage of the service station land must be screened by building or landscape buffer.
- b) The number of vehicles that can be serviced simultaneously cannot exceed 16 and the number of vehicle queue lanes cannot exceed 8.

LU-3	New zoning provision of Vertical Mixed Use (VMU)	ALL Roadways
Applies to:	All property currently zoned "MU."	

To encourage mixed use development, a zoning provision within the MU zoning category will be created titled "Vertical Mixed Use" or "VMU." Owners of any property with MU zoning may administratively elect to build under the VMU subdivision.

A VMU building shall have the following features:

1. The ground floor must have a different use from the top floor.
2. The building has no front or side setbacks subject to the exceptions allowed in DO-4.
3. The ground floor must have active uses that open onto the sidewalk.
4. The ground floor active uses must comprise at least 75% of the net length of

frontage. (Net frontage is determined by taking the gross length of street frontage and subtracting required drive aisles and stairs that occur at the building perimeter subject to the exceptions allowed in DO-5.)

5. Spaces for ground level pedestrian uses shall be at least 24 feet deep.

LU-4	Provide amenity on large sites
Applies to:	All site plans larger than 5 acres (net developable land).

For a site that is 5 acres or larger, 2% of the site must be devoted to one of the following types of amenities:

- i. Plazas (subject to design rules in criteria manual)
- ii. Playgrounds
- iii. Natural undisturbed and contiguous open space.
- iv. Landscape areas designed for public use.

The areas may be placed in one contiguous location or in separate, distinct areas, which together meet the minimum area of 2% of the site.

A fee may be paid in-lieu of providing an amenity only in the urban core. The fee may be paid to any organization on a list of nonprofit organizations approved by the Director of Planning and Zoning.

The fee will be based on building square footage and will be used by the City to fund parks in the area or open space. Similar legislation may be found in the US, including locally in Round Rock, TX. Open space is required in their C-2 commercial zoning district.

LU-5	Options to promote Envision Central Texas and CAMPO recommended land use patterns.	ALL Roadways
Applies to:	All site plans.	

A central result of the Envision Central Texas process and a core recommendation of CAMPO staff is that Central Texas developments need to mix uses to reduce suburban sprawl and traffic congestion.

Therefore, all developments with any of the Preferred Items may elect to take all of the Development Bonuses on that site.

Preferred Item	
Development contains at least 200 lineal feet of VMU buildings.	
Development Bonuses	
Queuing requirements are reduced by 50 percent for each drive-through service in the development.	Buildings in the development may aggregate points in BD-5 rather than each building needing the minimum number of points.
Reduce by 2 the number of options needed to comply with C-2 for each 200 lineal feet of VMU buildings.	

Preferred Item	
Development contains an integrated mix of uses, with at least 25% of the built area dedicated to at least two designated uses. Integrated means the uses are in walking distance from each other—i.e., not more than ¼ mile apart—and connected by sidewalks.	
Development Bonuses	
	Buildings in the development may aggregate points in BD-5 rather than each building needing the minimum number of points.
Queuing requirements are reduced by 50 percent for each drive-through service in the development.	Reduce by 2 the number of options needed to comply with C-2.



EXTERIOR LIGHTING

Key Issues

The Land Development Code currently does not regulate exterior lighting, except if triggered by compatibility standards when single-family zoning or uses are located near commercial uses.

Poor lighting causes four major problems:

1. *Reduces public safety.* Glare and excessive contrast makes it difficult to see well at night. In fact, the major reason older drivers prefer not to drive at night is due to the glare caused by poor lighting¹². Excessive contrast makes it difficult for the eyes to adjust quickly resulting in impaired vision, which can lead to tragedy for pedestrians, cyclists and drivers.
2. *Wastes energy.* Lighting that is excessive, poorly configured or ineffective wastes energy and money.
3. *Causes light trespass.* Even if a residential area is not located within the area that triggers compatibility standards for a commercial development, light may still trespass onto residential areas.
4. *Creates light pollution.* The inability to see the night sky due to city lighting is light pollution. The pollution reduces the attractiveness of Austin as a place to live and inhibits both basic amateur and professional astronomical viewing.

Many cities throughout the US have adopted city-wide lighting ordinances including Tucson, AZ, Albuquerque, NM, Seattle, WA and Hailey, ID.



Photo A.
Poor lighting

Photos from www.darksky.org



Photo B.
Good lighting

¹² International Dark Sky Association www.darksky.org

Proposed Code Amendments

EL-1	Use fully-shielded and full cut off light fixtures for certain exterior lighting applications.	ALL Roadways
Applies to:	All site plans and building permits.	

The following outdoor lighting applications shall be illuminated by fully-shielded and full cut-off fixtures:

- public street and pedestrian lighting;
- parking lots;
- roadways and pathways;
- buildings and structures;
- recreational areas;
- billboards;
- product display area lighting;
- building overhangs and open canopies.

New Definitions

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

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

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

Submission of Plans and Evidence of Compliance with Code

All site plans must submit the following information:

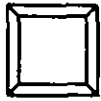
- a) Location on the premises of all lighting fixtures, both proposed and any already existing on the site and in adjacent ROWs;
- b) Description of all lighting fixtures, both proposed and existing. The description may include, but is not limited to, catalog cuts and illustrations by manufacturers (including sections where required).

Lamp or Fixture Substitution

Should any outdoor light fixture or the type of light source therein be changed after the permit has been issued, a change request must be submitted to the designated official for approval, together with adequate information to assure compliance with this Code, which must be received prior to substitution.

Non-Conforming Lighting

All outdoor lighting fixtures lawfully installed prior to and operable on the effective date of this Code are exempt from all requirements of this code until January 1, 2015. Compliance with the intent of this Code at all State and Federal facilities is encouraged.



SIGNS

Key Issues

Four main concerns were expressed in the stakeholder discussions and survey comments about signage in Austin:

1. Survey results indicated that "monument" signs are preferable to pole signs on scenic roadways. Projecting and hanging signs are preferable on transit and neighborhood roadways, where development will be located close to the public sidewalk, however these are currently not permitted.
2. Upward lit and internally-lit signs contribute to light pollution and glare.
3. Address numbers are difficult to find, and sometimes are not present at all, making it difficult to find a business. Improving the visibility of street addresses also helps emergency service personnel find a place.
4. The basic and most important function of signage is to identify the destination. This function is often lost because signage appears to be so unregulated that competition for dominance for the attention of the viewer makes it difficult to find a single sign among the cacophony of signage. The beauty of the landscape and architecture is thus obscured by the proliferation of signs.

Currently the City of Austin does not have sign inspection, and enforcement is extremely limited, responding only to registered complaints. To insure that current and the proposed new regulations are enforced, the Task Force will propose a fee ordinance in the near future to require annual sign fees to support enforcement staff.

Changes to all the commercial sign districts are proposed, however please note that the historic district signage requirements are not affected by this proposal.

Proposed Code Amendments

S-1	Add new sign definitions.	All
Applies to:	All signs subject to sign ordinance, as currently stated in Code.	

Currently, the sign ordinance defines commercial flag, freestanding sign, multi-tenant center sign, projecting sign, roof sign, sidewalk sign and wall sign. The Task Force recommends defining and permitting the following other types of signs not currently defined in the Code:

Awning sign. Any awning containing signage used to identify a business, profession,

service, product, or activity conducted, sold or offered on the premises.

Hanging sign. A sign that is suspended from the underside of a horizontal plane surface projecting from the building or is directly attached to the building façade and majority of sign area is perpendicular to the building facade. This includes projecting signs.

Internally Illuminated Sign. A sign illuminated by light sources enclosed entirely within the sign cabinet and not directly visible from outside the sign.

Monument sign. Any freestanding sign that does not have more than 15% free clearance between the face of the sign and the ground or is supported by a monolithic structure which is the same width or greater than the rest of the sign.

Pole sign- A freestanding sign that has more than 15% free clearance between the face of the sign and the ground.

S-2	Revise city-wide sign regulations.	ALL Roadways
Applies to:	All signs subject to sign ordinance, as currently stated in Code.	

1. If the sign is produced by an artist selected from the juried image registry maintained by the Arts in Public Places (AIPP) Program, the allowable sign area may be increased by 100%, as long as the company name and logo do not exceed the maximum sign district area. AIPP website:
<http://www.ci.austin.tx.us/aipp/>
2. Internally illuminated signs are permitted only if constructed with an opaque background and translucent text and symbols. Internally illuminated signs are prohibited on Hill Country Roadways only.
3. New pole signs will be prohibited on all Urban and Transit Roadways and all Neighborhood Roadways. All existing pole signs citywide will be reclassified to be permitted non-conforming uses.
4. Whenever an applicant seeks a new signage permit for a property containing a pole sign, all non-conforming pole signs will be required to be removed as a condition of the permit.
 - a. An exemption to this provision exists for existing multi-tenant pole signs. New multi-tenant pole signs are still prohibited on all Urban and Transit Roadways and all Neighborhood Roadways.

S-3	Revise sign districts, areas and heights	ALL Roadways
Applies to:	All signs subject to sign ordinance, as currently stated in Code.	

As part of the proposal to tie regulations to roadway type, the Task Force proposes that the sign ordinance be modified to reflect the creation of the Highway, Hill Country Roadway and Transit and Neighborhood Roadway Types.

Current Regulations		
Sign Districts	Applicability	Signs Permitted
Expressway Corridor	IH-35, US 183, US 290, SH 71	<ul style="list-style-type: none"> • Freestanding or roof • Wall • Commercial flag

Scenic Roadway
Scenic

Roadways listed in LDC 25-10-6

Proposed Regulations		
Sign Districts	Applicability	Signs Permitted
Highway	Designated AMATP highways	<ul style="list-style-type: none"> • Pole, monument or roof • Perpendicular • Wall • Awning or Commercial Flag

Table of Proposed Changes to the Sign Area and Height Requirements

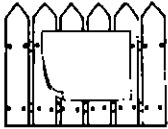
Sign Districts	Signs Permitted	Proposed Sign Area and Height
	(1) Monument or Roof for each street frontage	<p>Decrease current maximum size and height applicable to the Expressway Sign District:</p> <ul style="list-style-type: none"> • Pole, Monument and Roof Sign Area FROM 60sf sign area for lots with less than 86 linear feet of street frontage, or 300 sf sign area for lots with more than 86 linear feet of street frontage TO TOTAL signage (all signs) 100 sf for single tenant, and 100 sf for each additional tenant up to a maximum of 300sf. • Pole Sign Height FROM the greater of 35 feet above frontage street pavement grade; or 20 feet above grade at the base of the sign TO 35 feet above finished grade of sign. • Monument Sign Height TO 12 feet above finished grade of sign. • Roof Sign Height FROM lesser of five feet above the building façade or five feet above the maximum height permitted for a freestanding sign TO the same (maintain current requirements).
	(1) Projecting or Hanging for each store	<p>Projecting or hanging signs cannot exceed:</p> <ul style="list-style-type: none"> • 35 square feet in area • Lesser of 6 feet, or distance equal to 2/3 the width of abutting sidewalk (same as current downtown requirements for projecting signs)
	(1) Awning or Commercial Flag, for each store	Signs on awnings and commercial flags count towards wall sign area calculation.
	Wall	FROM Wall cannot exceed 20% of building façade area of the first 15 feet of the building and 10% of total building façade area, OR 64sf, whichever is less TO 1 sf for each 1 lineal feet of building façade to a maximum of 400 sf.

¹³ The following are subject to the Scenic Roadway sign district regulations (those in bold are Hill Country Roadways): Arterial 8 (Adelaide Dr./Forsythia Dr.); Barton Springs Road; Loop 1; **Loop 360** (south of US 183); RM 620 (from SH 71 to Anderson Mill Road); RM 2222 (west of Mopac); RM 2244; Lake Austin Blvd.; West Cesar Chavez St.; Riverside Drive; Spicewood Springs Road (from Mesa Dr to Loop 360); William Cannon Dr (Brodie to Southwest Pkwy); Escarpment Blvd (William Cannon Dr. to Arterial 11 (SH45); Arterial 5 (McKinney Falls Pkwy from US 183 to William Cannon Dr.); FM 973 (from SH 71 to US 183); SH 71 east of IH 35; US 183 South of SH 71; Cameron Rd. (north of 183); Parmer Lane (except for the area between Loop 1 and IH 35); Stassney Lane, east of IH 35; Slaughter Lane; and Old Spicewood Springs Rd. (from Loop 360 to Old Lampasas Trail); **Southwest Parkway.**

	(1) Monument	Maintain current requirements: Sign area cannot exceed 0.4 square feet for each linear foot of street frontage or 64 square feet.
	Wall	FROM total sign area (including all signs, except freestanding) is limited to 10% of the façade area of the first 15 feet of the building TO 1 sf for each 1 lineal feet of building façade to a maximum of 400 sf.
	(1) Monument for each street frontage	<ul style="list-style-type: none"> • Maintain current requirements: Sign area cannot exceed 0.4 square feet for each linear foot of street frontage or 64 square feet • A monument sign cannot exceed 12 feet in height above finished grade of sign.
	(1) Projecting or Hanging for each store	Projecting or hanging signs cannot exceed: <ul style="list-style-type: none"> • 35 square feet in area • Lesser of 6 feet, or distance equal to 2/3 the width of abutting sidewalk (same as downtown requirements for projecting signs)
	Awning	Counts towards wall sign area calculation.
	Wall	FROM Wall cannot exceed 10% of building façade area of the first 15 feet of the building (in neighborhood commercial sign districts) and 20% of the first 15 feet of the building façade (in commercial sign districts), OR 64sf, whichever is less TO 1 sf for each 1 lineal feet of building façade to a maximum of 400 sf.
	(1) Commercial Flag for each store	Counts towards wall sign area calculation.
	Sidewalk	Maintain current requirements

S-4	Provide visible street address numbers.	ALL Roadways
Applies to:	All non-residential land uses.	

Street addresses, visible from the public ROW, must be located on the sign or the building. The street address, up to 10 square feet, does not count towards sign area.



SCREENING & COMPATIBILITY

Key Issues

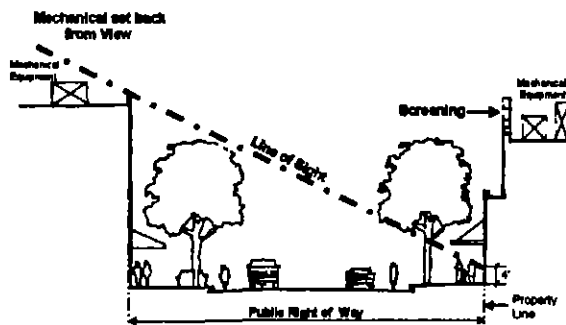
Two of the goals of this initiative is to improve the quality of development near neighborhoods and to reduce the visual impacts of the more unattractive components of development, such as dumpsters and loading areas. Several amendments are proposed to accomplish both goals.

Proposed Code Amendments

SC-1	Options to screen equipment and utilities.	ALL Roadways
Applies to:	All non-residential zoning districts. Projects that require site plans.	

Currently, screening of mechanical equipment, trash dumpsters and other utilities is required when residential uses are located near the commercial development and in the downtown CBD and DMU zoning districts. The Task Force wants to extend this requirement city-wide to all commercial development, regardless of location. For all non-residential development within the City of Austin, regardless of roadway type, at least 2 of the following three options shall be chosen:

- a) All mechanical, solid waste and utility-related equipment must be screened from public view, including rooftop equipment. (Major utility facilities and antennae are exempt from requirement.) See illustration below.
- b) Set storage, utilities, trash collection and loading areas at least 20 feet away from all sidewalks and residential uses. The accessible ADA route required to serve the storage, trash collection and loading area is not considered in determining compliance with this option.
- c) Structural screening of dumpsters and loading areas consists of same building materials as the main building.





STORMWATER MANAGEMENT

Key Issues

Concerns about the design of stormwater management facilities were expressed in the survey comments and during stakeholder discussions. Many stormwater facilities are constructed with concrete walls and are not integrated aesthetically or functionally into the site, resulting in an unattractive facility, even if screened with vegetation.

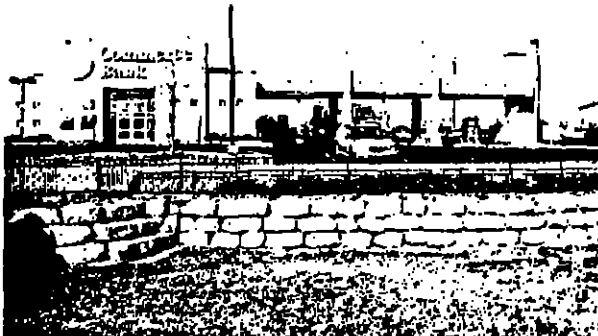
Proposed Code Amendments

SM-1	Construct attractive stormwater facilities.	ALL Roadways
Applies to:	All new stormwater facilities (triggered by subdivision and site plan).	

All stormwater facilities are required to comply with the requirements below.

- All supporting walls of structural facilities that extend within 50 feet of a public ROW must be constructed of or faced with stone.
- If fencing is required, chain-link fences are prohibited if within 50 feet of the public ROW.

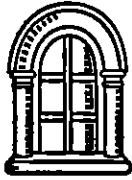
Landscaping around the facilities would still be required, however use of plants to screen the facility would not be required.



Facility constructed of stone and would comply with proposal SM-1.



Facility that complies with current requirements, but not with proposed SM-1.



BUILDING DESIGN

Key Issues

Building design is regulated in many communities throughout the US (an estimated 3,000 cities¹⁴) to improve the look of the community, and in some communities, to enforce a certain character or style. For instance, in Sante Fe, NM adobe-style buildings are required. In Austin, as heard from stakeholders and as seen in some survey comments, diversity in building design is important, so the proposal is not prescriptive about requiring buildings to be of a certain style. The proposal instead provides options that help insure buildings have visual appeal and contain functional design elements that make the pedestrian experience at all sites pleasant.

These Building design standards aim to strengthen Austin's unique character and help buildings to better function in Austin's environment. Creating buildings with appropriate human scale, lessening the impact of branded architecture that does not speak to our unique character and conditions, and increasing quality, adaptability, and sustainability in Austin's building stock are additional goals that these building standards address.

Alternate Means of Compliance- In an effort to insure that these standards do not restrict creativity or stifle innovation, the building design standards may be satisfied if the applicant can demonstrate to staff that a non-compliant proposed design meets the spirit and intentions of the design guidelines. Projects seeking an alternate means of compliance may present their proposed design to Austin's Design Commission for a letter of support, which may help city staff in evaluating the merits of the alternate design. Only projects that have no national retailer branding on their façade (other than attached signs) may submit a request for an alternative compliance waiver.

BD-1	Pedestrian frontages.	ALL Roadways
Applies to:	All non-residential land uses (except office and non-transit roadway industrial). Land use exemption list applies (tbd). Projects that require building plans, except additions and interior and exterior remodels.	

This section refers to any building frontage visible and accessible to the public (i.e. oriented to the street, open space, parking, etc.). These areas shall be designed with pedestrian functionality and activity in mind, including opportunities for windows,

¹⁴ American Planning Association

shade/shelter, building entrances, and pedestrian amenities. Building facades facing loading areas, rear service areas, or facades adjoining other buildings (attached to more than 50% of the sidewall) are not required to comply with BD-1 guidelines.

A. Glazing on building facades

Glazing provides interest for the pedestrian, connects the building exterior and interior, puts eyes on the street, and provides a human scale element on building facades.

- i. At least 40% of the front wall area that is between 2 and 10' above grade shall consist of glazing.
- ii. At least 25% of the wall area between 2 and 10 feet on all other publicly visible facades must consist of glazing. An administrative waiver may be granted for buildings that cannot comply with this regulation because of the function of the building, as long as the building is designed to allow for the future addition of glazing (i.e. concrete tilt wall panels would be required to have knock out panels at least 12' wide x 12'tall over 25% over the waived façade. In addition, the façade receiving the waiver must achieve a level of façade articulation as specified in BD-4)
- iii. Second-floor front facades must provide a minimum of 25% glazing between 3' and 8', as measured from that story's finished floor level.
- iv. If a single story building has a façade higher than 20 feet, the façade area above 15 feet is subject to the same window requirement as the second floor requirement.
- v. To facilitate the development of a street wall, any façade that is built up to an interior mid-block property line is not required to have glazing on that façade if no prohibitions and no contractual or legal impediments exist that would prevent a building being constructed on the adjacent property up to the wall of the façade.

B. Building entrances

Like windows, multiple building entrances help prevent long continuous wall planes and promote pedestrian activity along building frontages.

- i. Building entrances shall be located at intervals of no more than 75' along the primary public façade. If the primary public façade is not the street facing façade, there must be a shaded pedestrian pathway (as described in the connectivity section) linking the street and the building entrance
- ii. If building entrances are located greater than 75' apart (or there is a single entrance point on a façade greater than 150'), the areas between the entrances (or from building edge to the entrance) shall

incorporate landscape areas, raised planters, at least 25 linear feet of see-through glazing for each 100 feet of frontage, and shaded pedestrian amenities that connect the entrances.

C. Shade and Shelter

Austin's climate requires shade and shelter amenities in order to accommodate pedestrian activity. Shaded pathways will provide greater connectivity between sites and allow for a more continuous and walkable network of buildings. Shading/ shelter along building facades will help connect the building to the site and better respond to Austin's conditions. Shade and shelter devices include covered walkways, awnings, canopies, balconies, etc.

- i. Building facades along the street shall have a shaded pathway or shade device along 50% of the façade.
- ii. Building entrances shall be located under a shade device
- iii. Buildings within the site shall be shaded along all public areas and pedestrian pathways to the building entrances (at least 50% of all frontages facing parking shall be shaded or have a shelter device)

The shade section will need to be coordinated between landscape and building design. Developer will have to demonstrate how the proposed landscape design satisfies the shade requirement along building frontages in order to waive the shade device requirement.

BD-2	Waive annual license fee for pedestrian cover and trees in ROW.	Urban and Transit and Neighborhood
Applies to:	All land uses on Urban and Transit and Neighborhood Roadways.	

Currently in the CBD and DMU zoning districts, owners of buildings with pedestrian cover, such as awnings or balconies over the public sidewalk, do not pay an annual license fee, which is typically charged by the City for all private structures in the ROW. This amendment would extend that to all zoning districts to encourage the construction of buildings with pedestrian cover over the public sidewalk.

In addition, trees planted in the ROW will be considered pedestrian cover, and the annual license fee for those will be waived too. It is the policy of the City Council that shade trees are an important component of the public right-of-way just as utility lines are an important component. Therefore, by October 1, 2005, the Director of Public Works shall complete a plan for all Transit Roadways specifying how and where shade trees may be planted in the ROW at intervals not less than every 30 feet. As of October 1, 2005, approval of an application to plant shade trees in the ROW along Transit Roadways in the locations and manner specified in the Director's plan shall be granted administratively immediately upon

submission of the application.

BD-3	Options to Improve building design	ALL Roadways
Applies to:	All commercial zoning and VMU zoning. Applies to any buildings zoned for industrial use or warehouse use at the point their use is converted to commercial Land use exemption list applies. Projects greater than 10,000 s.f. (and projects < 10,000 s.f. that contain any of the design features listed below) that require building plans, except additions and interior and exterior remodels.	

The purpose of these Building Design guidelines is to increase the quality of the building stock in Austin and encourage buildings that function, both aesthetically and contextually, within the fabric of Austin, while discouraging prototype or standardized formula buildings that do not speak to our unique character and conditions.

This section is intended to mitigate some of the design features that do not speak to the unique character of Austin, and help improve the character and massing of Austin's building stock.

Each building plan must earn 1 point from the matrix below. A building that has any portion of the exterior consisting of prototype design features by a national chain must earn at least 5 points, two of which must come from Group B.

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

Discouraged Design Features:

1. Building is one story and greater than 20 feet tall, floor to bottom of roof structure.
2. Building façade exceeds 200 feet without entrances every 75 feet.
3. Individual use is greater than 100,000 s.f.
4. Building is a pad building located in the CBD with any of the following features (2 negative points):
 - a. drive-through;
 - b. building is separated from other buildings by surface parking on at least two sides;
5. False fronts or shaped parapets are created to increase apparent size of building or house signage/corporate identity logos, etc. *If used, building parapets must not be greater than 50% higher than the distance of the building from grade to roof. For example, a building that is 20 feet tall from the grade to the roof cannot have a parapet greater than 10 feet tall from roof to top of parapet.*
6. Concrete block is used on more than 25% of a façade visible to the public (2

points if concrete block is used on more than 75%)

7. EIFS is used as a material on the ground floor (below 10')
8. Pad building with drive-in (Urban and Transit Roadway only).

VMU buildings are exempted from BD-3. Points are listed for VMU buildings for the sole purpose of providing aggregation values for LU-5.

Group A 3 points	Group B 2 points	Group C 1 point
VMU structure (1 extra point if VMU structure contains at least 25% residential and 25% of either office or retail) ¹⁵	Provide "liner" stores (at least 75% of building façade must be storefronts for at least two other uses).	Green Building rating: 1 point for each star above code required minimum (if applicable). No double credit for Green Building points from Group B
	"Sustainable roof"	Building contains liner stores inlaid into façade of user. (1 point for each liner store)
	Building integrates solar power generation into building design (e.g., rooftop solar panels or Building Integrated Photovoltaics)	Façade articulation
	Green building rating of 2 stars.	Primary entrance design
		Roof design
		Building materials
		Glazing on ground-floor facades that face the street or parking lot have a Visible Transmittance (VT) of 0.6 or higher.
		Improves storefronts to new regulatory standard for glazing type/size & shading.

¹⁵ VMU structures are exempted from BD3. Points are assigned purely for aggregating point values for LU-5.

		Complies with neighborhood design guidelines, as prescribed in the Urban Design Criteria Manual.
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Definition of Options

1. **Facade Articulation** is either:
 - a. Changes in plane with a depth of at least 24 inches, either diagonally, horizontally, or vertically, at intervals of not less than 20 feet and not more than 100 feet; or
 - b. Changes of color, texture, or material, either diagonally, horizontally or vertically, at intervals of not less than 20 feet and not more than 100 feet; or
 - c. A repeating pattern of wall recesses and projections, such as bays, offsets, reveals or projecting ribs, that has a relief of at least eight inches.
2. **Primary Entrance Design** consists of at least three of the following design elements at the primary entrance, so that the primary entrance is architecturally prominent and clearly visible from the abutting street:
 - a. Architectural details such as arches, friezes, tile work, murals, or moldings.
 - b. Integral planters or wing walls that incorporate landscaping or seating.
 - c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.
 - d. Prominent three-dimensional features, such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.
 - e. A repeating pattern of pilasters projecting from the facade wall by a minimum of eight inches or architectural or decorative columns.
3. **Roof Design** must have at least one of the following design elements:
 - a. Parapets with horizontal tops having height changes of at least one foot occurring horizontally no less than every 100 feet.
 - i. Parapets that do not have horizontal tops must have pitched or rounded tops with a pattern that repeats or varies no less than

every 100 feet.

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

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

I. Slope of at least 5:12.

II. Two or more slope planes.

III. Overhanging eaves extending at least three feet beyond the supporting wall.

4. A sustainable roof is roofing that has either:

a. a Solar Reflectance Index (SRI)¹⁶ as required in the table below for a minimum of 75% of roof surface; OR

b. a vegetated roof for at least 50% of the total roof area with a rainwater collection system; OR

c. a combination of a vegetated roof with rainwater collection system and SRI-compliant roof for at least 75% of roof area.

Low-slope roof: less than or equal to 2:12

SRI = 78

Steep slope roof: > 2:12

SRI = 29

BD-4	Drive In Services and Pad Buildings on larger sites	ALL Roadways
Applies to:	Pad buildings on larger sites and single use Drive in Services.	

Pad sites are generally set to the front of large lots and are the most visible buildings from the street frontage.

In order to reduce the visual impact of drive in services and single use buildings on pad sites, the following standards apply:

1. The design of a building that occupies a pad or portion of a building within a planned project or shopping center shall have similar design characteristics

¹⁶ Solar Reflectance Index (SRI) combines reflectivity and emittance to measure a roof's overall ability to reject solar heat. The Environmental Energy Technologies Division at Lawrence Berkeley National Laboratory (<http://eande.lbl.gov/CoolRoof/membrane.htm>) lists SRI values associated with several different brands and types of low-slope membranes. Steep slope roofing applications can be found with a SRI up to 62.]

and share vocabulary with the rest of the shopping center. This includes use of similar materials, patterns, rhythms, and proportions to the rest of the center. Use of prototypical franchise designs on pad sites is prohibited.

- 2. Pad sites shall not have any parking located between the building and the street.**