Putting CODE NEXT on the Map

SHAPING THE AUSTIN WE IMAGINE

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City Planning and Design

Austin | November 2015

Starting point for today…

- Form-based vs current conventional
- Legislative mapping vs “by application”
- Mapping approach is still to be determined

Four Basic Approaches:

1. New Code that uses existing district boundaries
2. Code first, map later based on priority
3. Code and map <u>some</u> areas based on priority
4. Code and map simultaneously

1. New Code that uses existing district boundaries

- Complicates ability to add new/introduce context appropriate districts
- Can perpetuate "one size fits all" problems
- Doesn't effectively implement plans because old boundaries are often out of sync with adopted plans

2. Code first, map later based on priority

a) By growth/protection priority areas,

b) By neighborhood plan completions/updates,

c) By application

2. Code first, map later based on priority

+/- Less conflict because it doesn't affect anyone in the beginning

\+ Drives completion/creation of new plans

\- Delays implementation

\- Breaks momentum and can erode support for new code and risk falling back into old practices

3. Code and map <u>some</u> areas based on priority

a) By growth/protection priority areas,

b) By neighborhood plan completions/updates,

c) By application

3. Code and map <u>some</u> areas based on priority

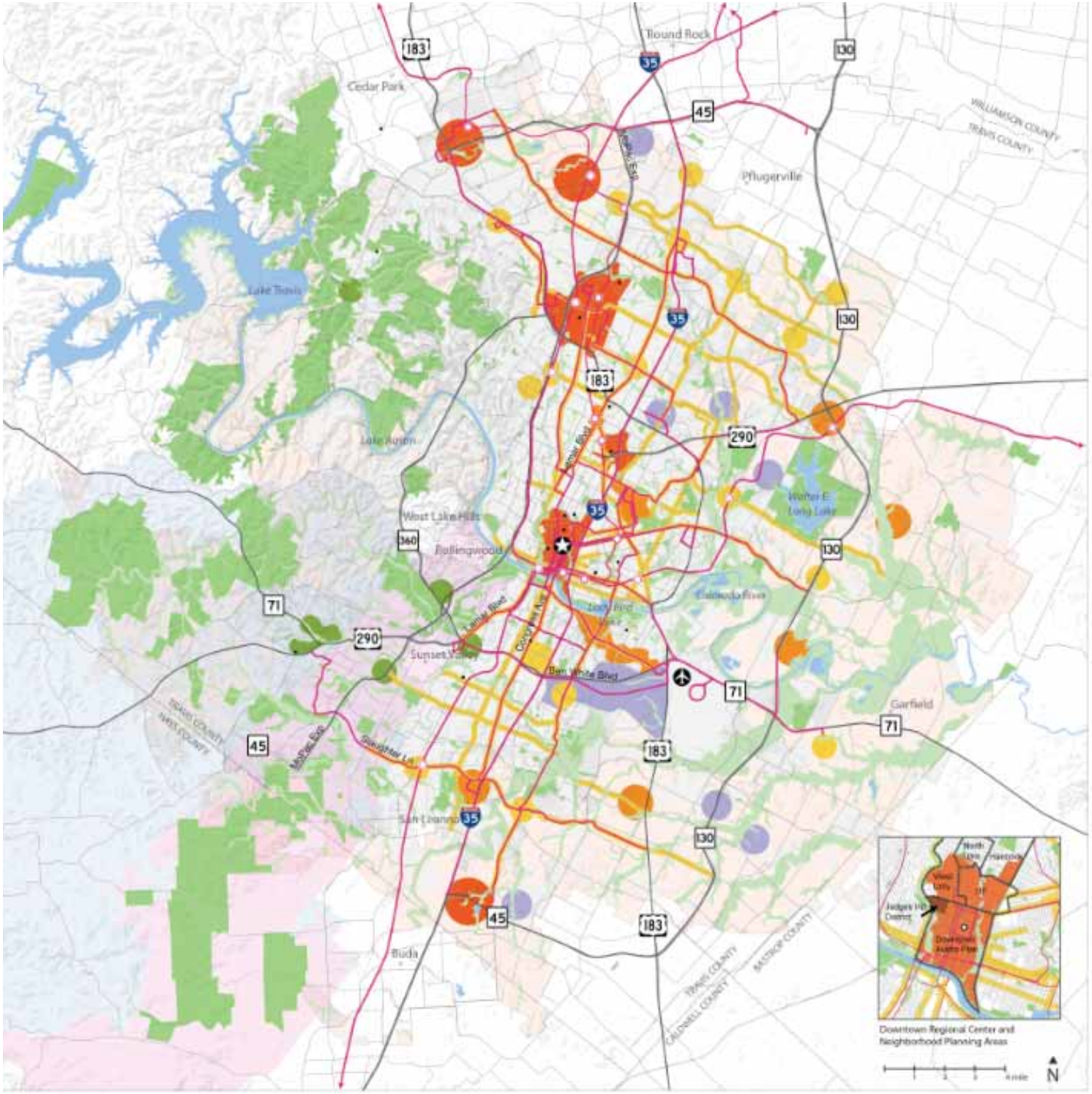
+ People understand/commit to more widely
+ Keeps momentum going/allows for simultaneously refinement to language as needed
+ Allows more time for community to adjust to new system

4. Code and map simultaneously

+ Most effective to implement plan(s) soonest
+ People understand/commit to more widely
+ Keeps momentum going/allows for simultaneously refinement to language as needed
- Requires significant resources and time

Imagine Austin Priority Programs

1. Compact & Connected
2. Sustainable Water
3. Workforce & Education
4. Green Infrastructure
5. Creative Economy
6. Household Affordability
7. Healthy Austin
8. Development Regulations



IMAGINEAUSTIN

Vibrant. Livable. Connected.

Growth Concept Map

Legend

- Regional Center
- Town Center
- Neighborhood Center
- Activity Corridor
- Activity Centers for Redevelopment in Sensitive Environmental Areas
- Job Center
- Current Open Space
- Future Open Space
- Barton Springs Contributing Zone
- Barton Springs Recharge Zone
- College / University

Transportation

- High Capacity Transit Stop
- Proposed High Capacity Transit Stop
- High Capacity Transit
- Highway
- Other Streets

Boundaries

- City Limits
- ETJ
- County Boundaries

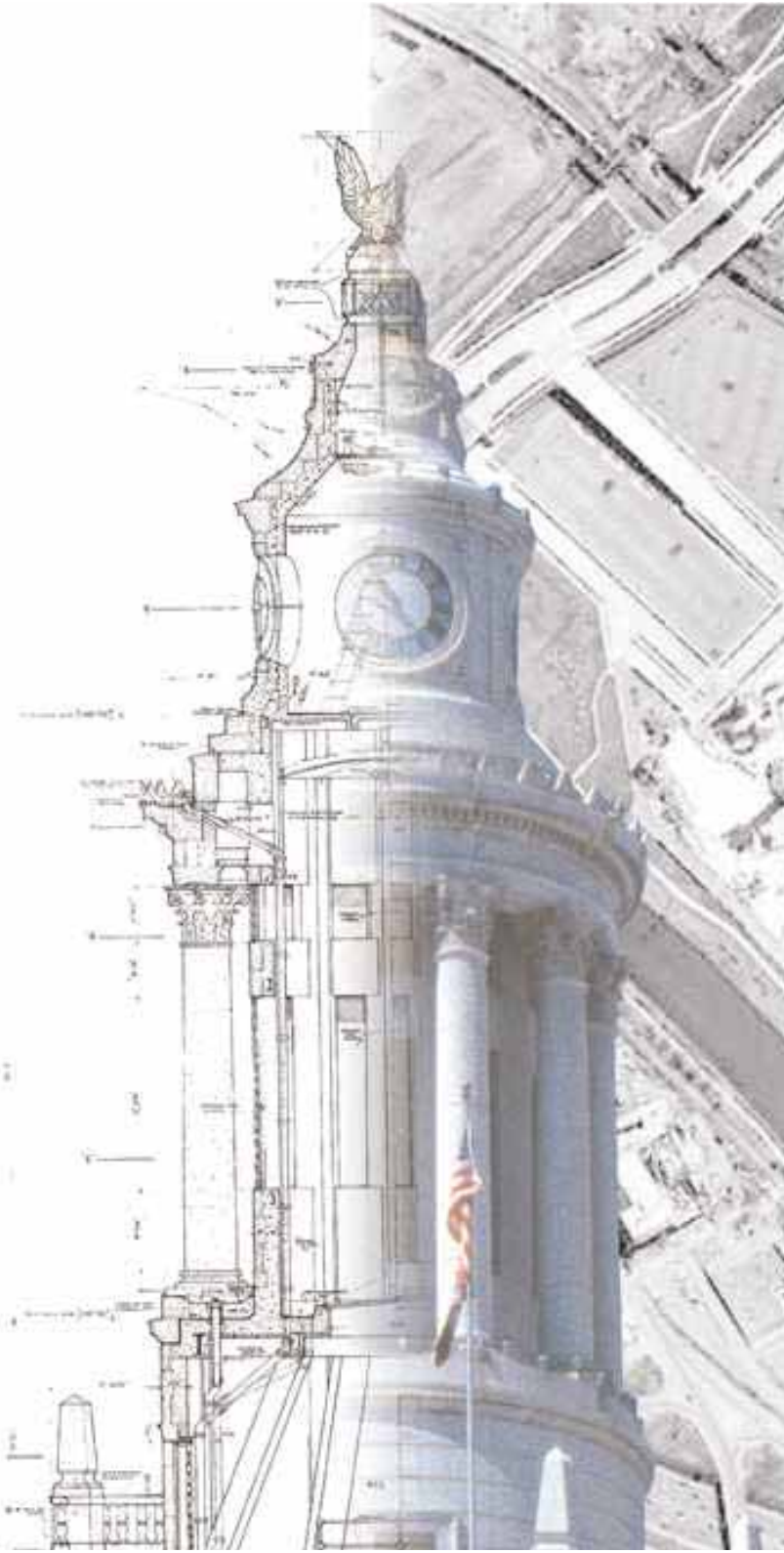
The Growth Concept Map applies the Imagine Austin vision statement to the city's physical development. Generated through a public scenario-building process, it defines how we plan to accommodate new residents, jobs, mixed use areas, open space, and transportation infrastructure over the next 30 years.

Map Disclaimers: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. This product has been produced by the Planning and Development Review Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

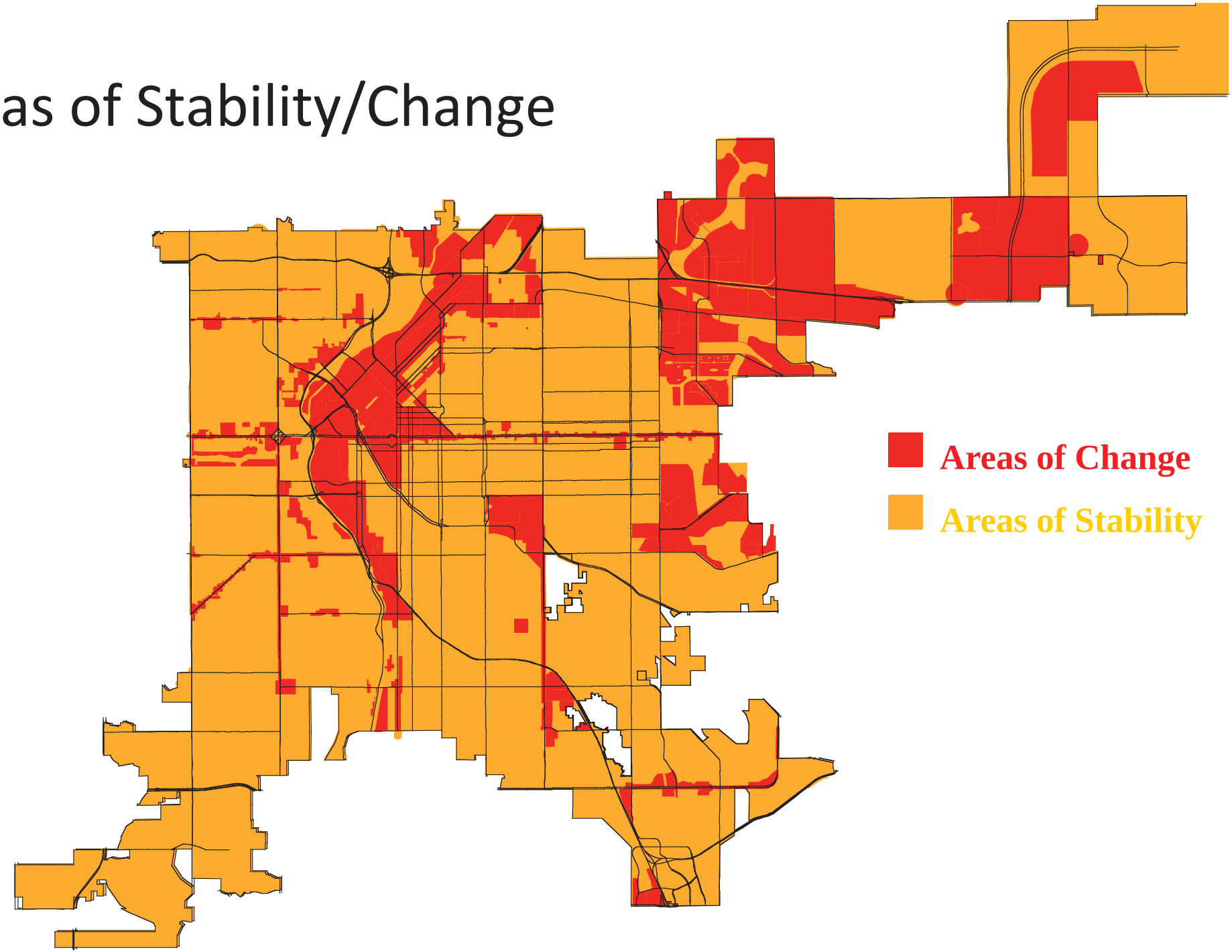
Adopted June 15, 2012

BLUEPRINT DENVER

An Integrated Land Use and Transportation Plan



Areas of Stability/Change



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THE NEW ZONING CODE

PUTTING BLUEPRINT DENVER TO WORK

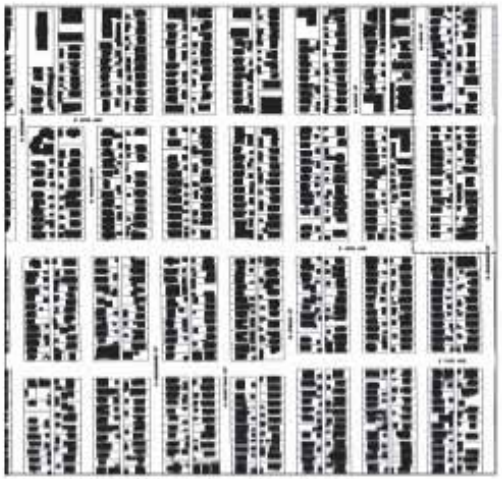
IT'S ALL ABOUT CONTEXT

Context-based Approach

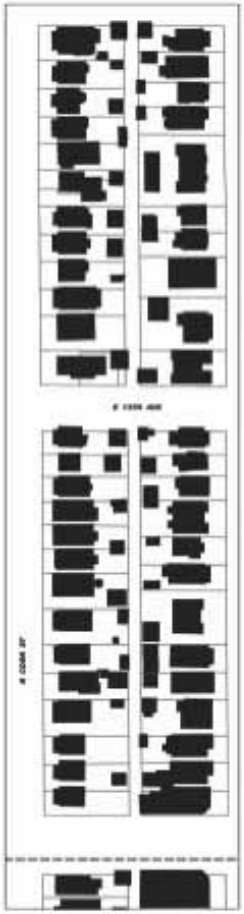
Typology A1

Snapshot Area - Key

Snapshot Area - Aerial Photograph



Snapshot Area - Building Placement Diagram



Extract of the Snapshot Area - Aerial Photograph (Left)

Extract of the Snapshot Area - Building Placement Diagram (Right)

Description

This area typifies many of the earlier single family residential neighborhoods of the City. The development pattern in this area has particularly high lot coverage, with long street blocks concentrating consistently narrow lots. Detached sidewalks and mature street trees contribute a maturity and consistency to an already relatively cohesive pattern of housing. Front set backs tend to be consistent while the building form varies considerably either between lots or within the block. Building height is also relatively consistent. This would seem to be the most consistent of the residential typologies.

Differs from other traditional typologies:-

- Very high lot coverage and narrow streets
- No front accessed parking
- Very consistent pattern of street trees

The photograph of Congress Park above shows the shallow front yards, consistent front setback and general two story character prevalent within typology A1.

The photograph of a duplex in Congress Park above shows how many traditional multi-family structures fit within the general character of the single-family structures around them.

The photograph of Congress Park above shows the consistent pattern of front porches and lack of front vehicle use areas prevalent in typology A1.

As shown in the photograph of Congress Park above, A1 tends to have the most consistent pattern of street trees among typologies.

As shown above, side setbacks are small and lot coverage is generally high in typology A1.

As shown above, traditional multi-family development in typology A1 often recognize the general scale and character of nearby single-family development.

The defining elements of typology A1 are not always recognized in contemporary infill projects.

As shown above, there is usually a consistent pattern of detached alley-loaded garages in typology A1.

Framework Features

Street Pattern:	REGULAR RECTILINEAR GRID
Street Width:	MEDIUM AVENUES & NARROWER STREETS
Sidewalk Location:	DETACHED
Alleys:	CONSISTENT
Street Trees:	Yes - Regular Pattern
Block Width:	RELATIVELY CONSISTENT 300' BY 600'
Consistency/Diversity:	RELATIVELY CONSISTENT

Lot Features

Lot Size:	35/40' BY 145'
Lot Shape & Orientation:	LONG, NARROW, PERP. TO STREET
Lot Width:	NARROW, WITH SOME EXCEPTIONS
Lot Coverage:	50% & GREATER
Building Orientation:	GEN. WITH LOT
Building Placement:	FORWARD
Parking Access/Location:	GEN. REAR ACCESS

Building Placement

Front Setback:	20'
Side Setbacks:	5'
Rear Setback:	20'

Building Form

Building Height:	2-2.5
Plate Height:	15'-22'
Roof Ridge Height:	25'-35'
Roof Form:	FRONT GABLE, SOME HIP
Entry (Porch/Door Orientation):	CONSISTENT FRONT PORCH
Transparency (Window Location & %):	30-50% Transparency

Context-based Approach

Typology D2

Snapshot Area - Key

Snapshot Area - Aerial Photograph

Extract of the Snapshot Area - Aerial Photograph

The photograph of Hampden South above shows the typical pattern of attached sidewalks and driveways in typology D2.

Most structures in the typology are 1-2 stories in height with front facing garages as shown in the photograph above.

As shown in the photographs of Hampden South above and at right, most streets in the typology follow a classic curvilinear pattern.

Description

This area combines a curvilinear or modified grid with cul-de-sac elements of the classic curvilinear, which becomes more common in later residential development. Here the connectivity provided by the street network is still relatively high, while block length although variable tends to be very long. Sidewalks are attached and trees in private yards convey an impression of sporadic street trees. Lot size and shape vary in response to the street alignments and are relatively disparate. Building plan is generally long axis parallel to the street, although in many cases a protruding garage element presents a gable to the street in an 'L' or 'T' shaped plan. Architectural form varies considerably, as does building height or mass, creating a strong sense of diversity. Some blocks however exhibit a greater sense of architectural cohesion. Where there is a consistent front set back this also contributes a greater sense of order.

Differs from D1 typology:

- Introduction of cul-de-sacs
- Curvilinear grid form is retained but more pronounced.
- Higher lot coverage and larger structures

Snapshot Area - Building Placement Diagram

Extract of the Snapshot Area - Building Placement Diagram

Most streets in the typology are relatively wide as shown in the photograph above.

Although expansion and reconstruction in relatively uncommon in the typology, some homes are undergoing renovation as shown in the photograph above.

Framework Features

Street Pattern:	CURVILINEAR GRID WITH CUL-DE-SACS
Street Width:	WIDE
Sidewalk Location:	ATTACHED
Alleys:	NONE
Street Trees:	NONE. TREES IN NARROW FRONT YARDS
Block Width:	250' BY 1200' AVE. VARIABLE
Consistency/Diversity:	BOTH

Lot Features

Lot Size:	75' BY 125'
Lot Shape & Orientation:	RECT. TO SQUARE
Lot Width:	75' AVE BUT VARIES WITH ST. PATTERN
Lot Coverage:	40-50%
Building Orientation:	LONG AXIS PARALLEL TO STREET
Building Placement:	CENTRAL & FORWARD
Parking Access/Location:	FRONT, ATTACHED PROTRUDING GARAGES

Building Placement

Front Setback:	25' BUT VARIES
Side Setbacks:	5'
Rear Setback:	VARIES - RELATIVELY LARGE

Building Form

Building Height:	1-2 STORIES - VARIES
Plate Height:	8'-16'
Roof Ridge Height:	14'-25'
Roof Form:	GABLED OR PYRAMIDAL
Entry (Porch/Door Orientation):	FRONT, BEHIND GARAGE
Transparency (Window Location & %):	20-35% TRANSPARANCY

Context-based Approach

Suburban Neighborhood

Urban Edge Neighborhood

Urban Neighborhood

General Urban Neighborhood

Urban Center Neighborhood

Downtown Neighborhood

Neighborhood Contexts

Suburban Neighborhood

Curving Streets and Cul-de-sacs

Shopping Centers

Urban Edge Neighborhood

Mixed Street Pattern

Shopettes

Urban Neighborhood

Grid and Alley

Main Streets

Neighborhood Contexts

General Urban Neighborhood

Grid and Alleys

Main Streets

Urban Center Neighborhood

High Pedestrian Activity

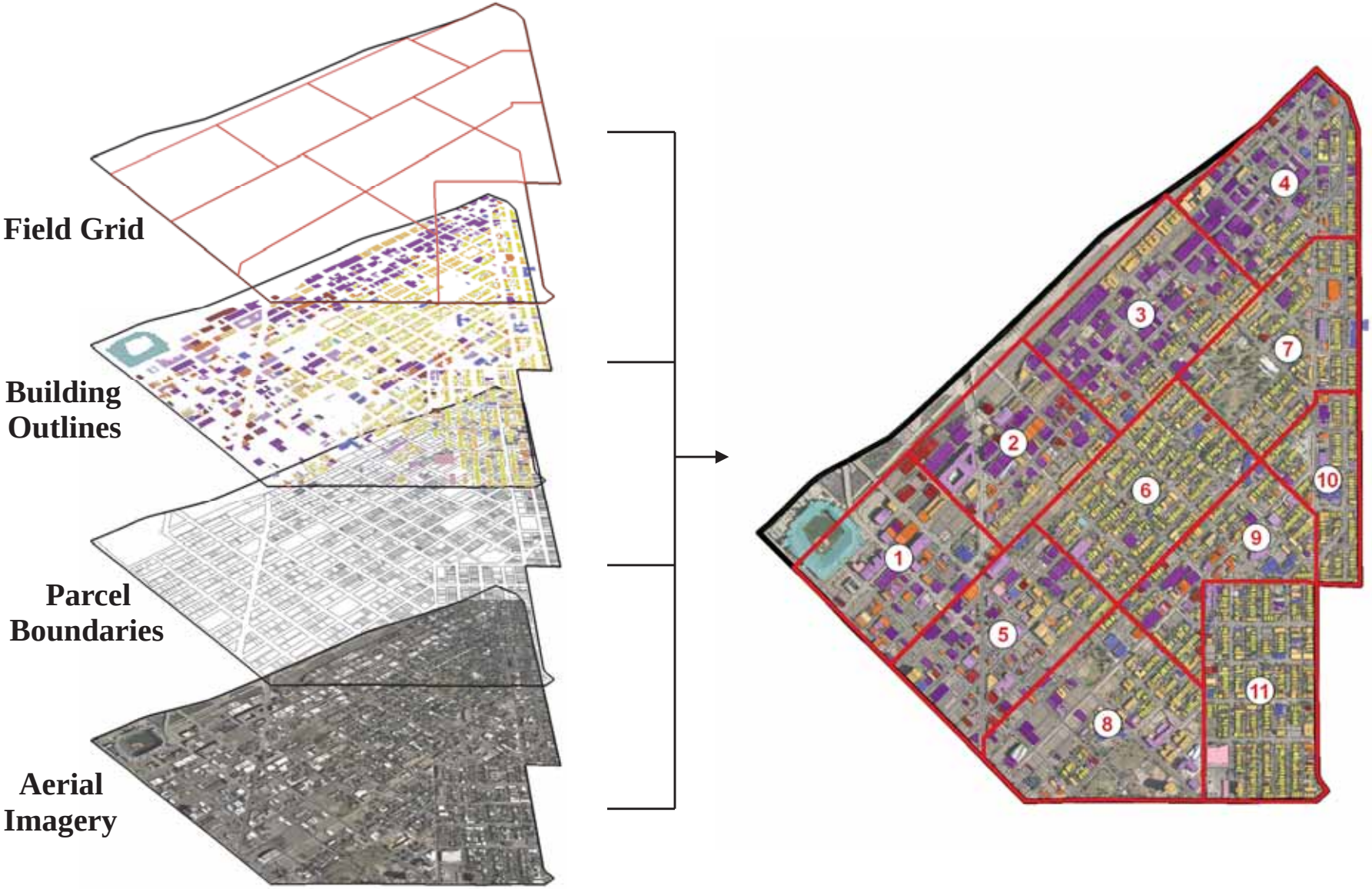
Mixed Use

Downtown Neighborhood

Transit Hub

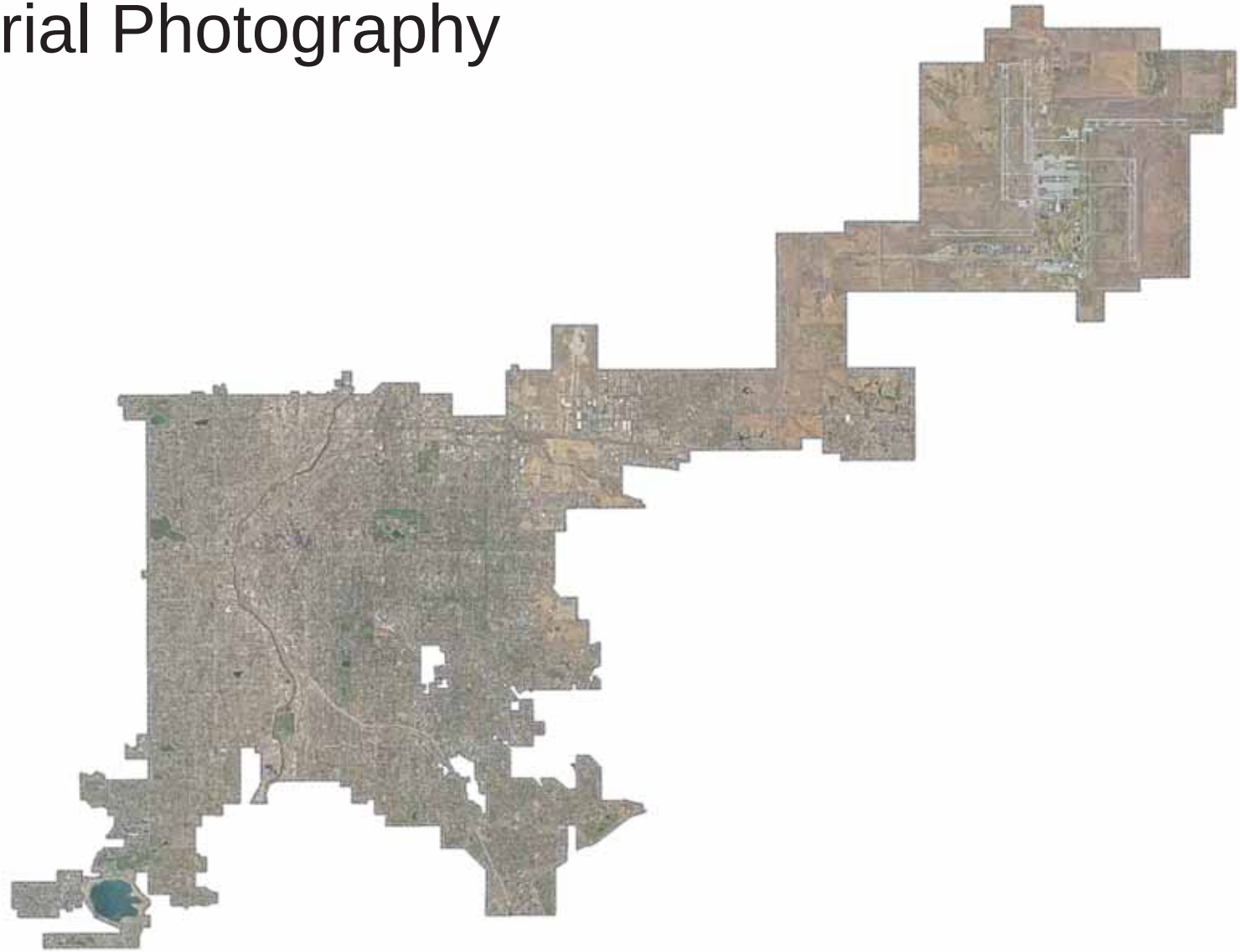
Structured Parking

Technical Capacity and Resources



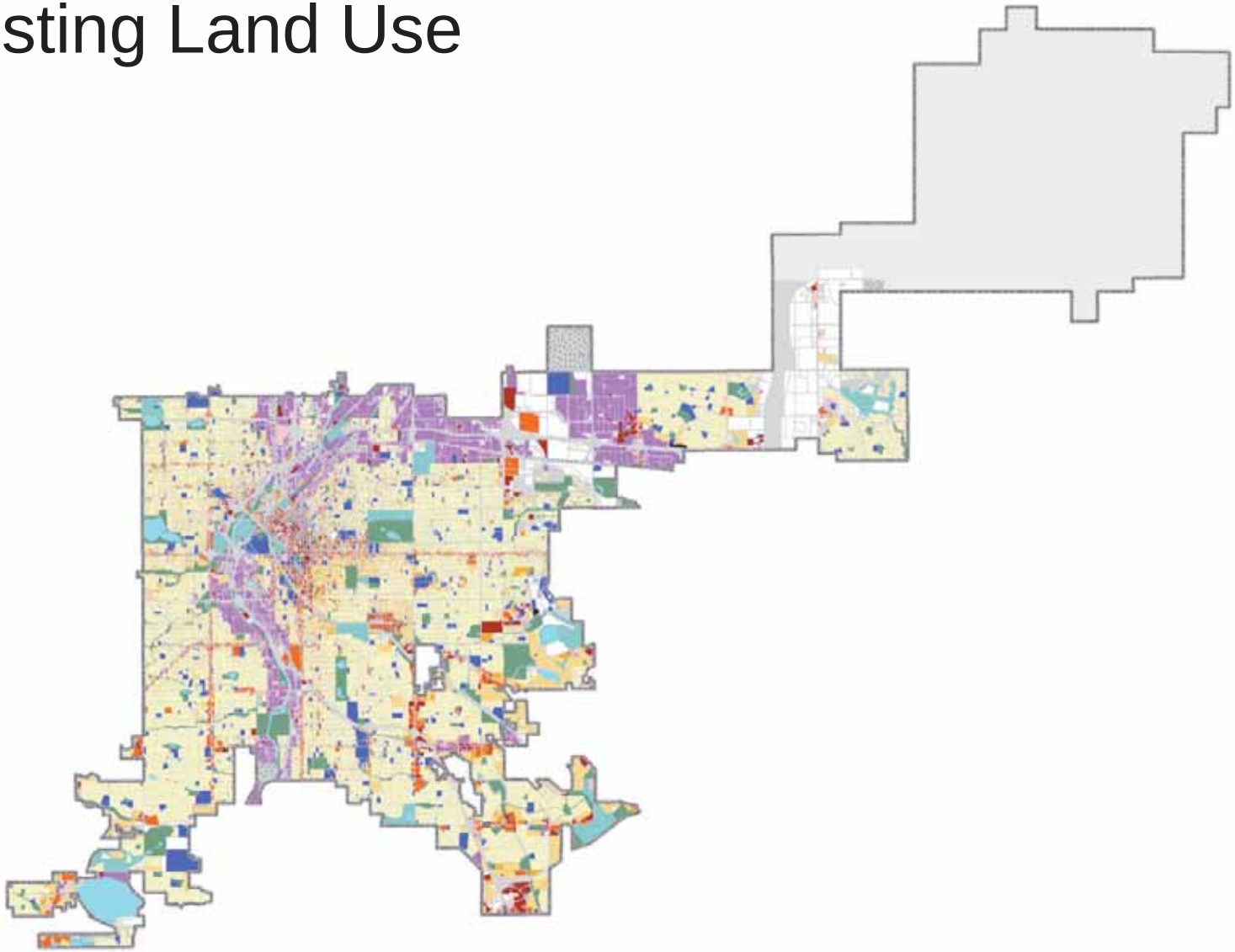
Technical Capacity and Resources

Aerial Photography



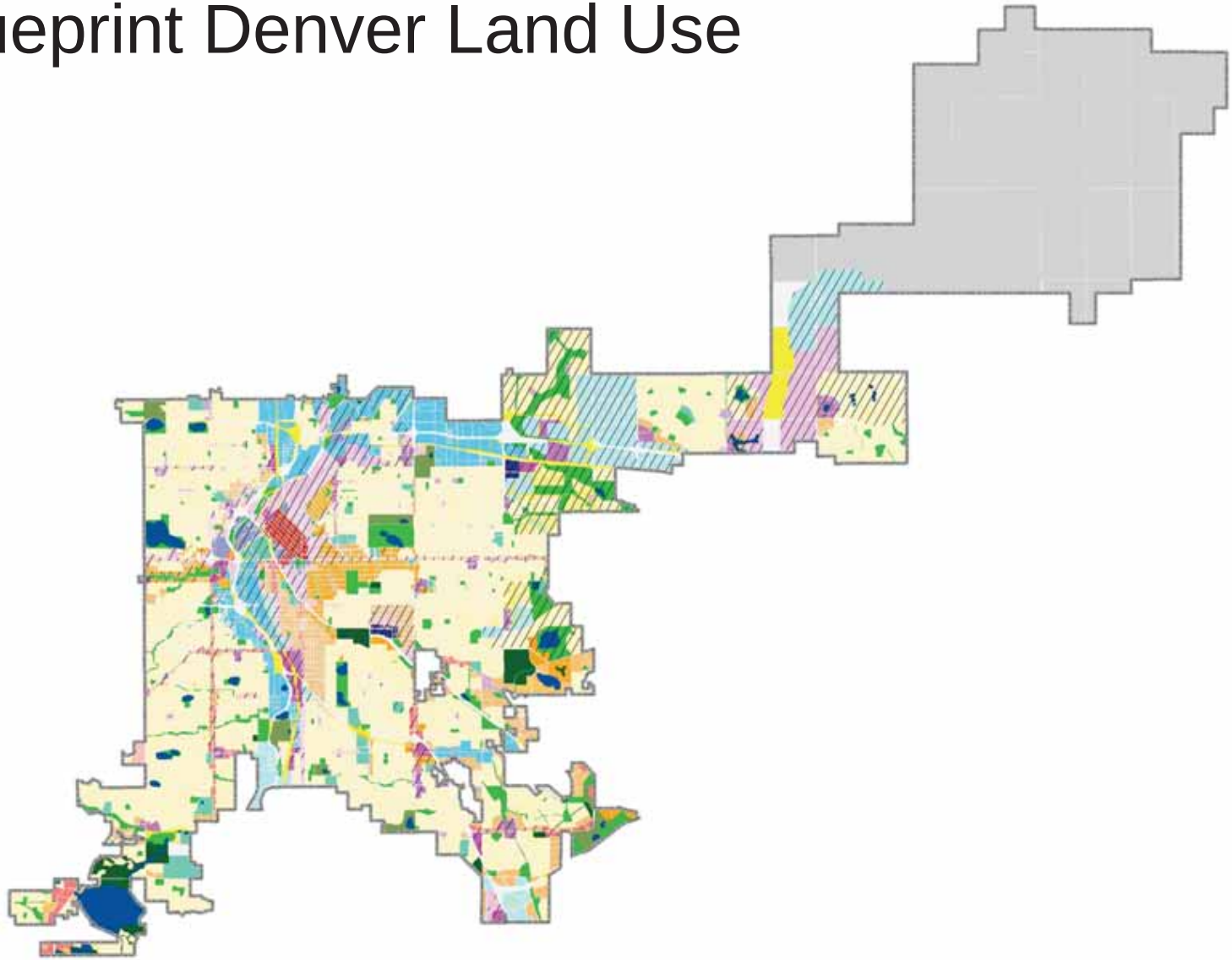
Technical Capacity and Resources

Existing Land Use



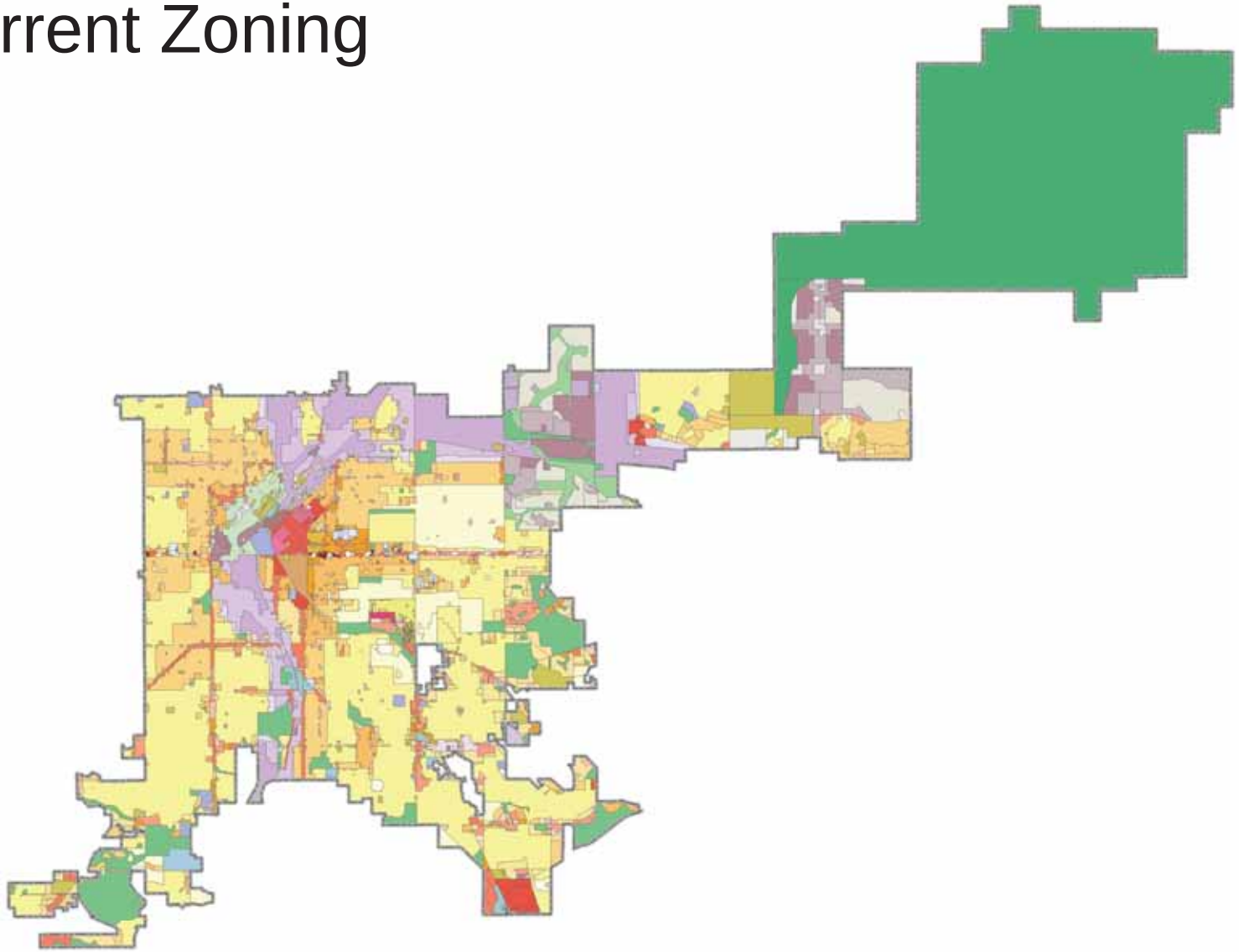
Technical Capacity and Resources

Blueprint Denver Land Use



Technical Capacity and Resources

Current Zoning



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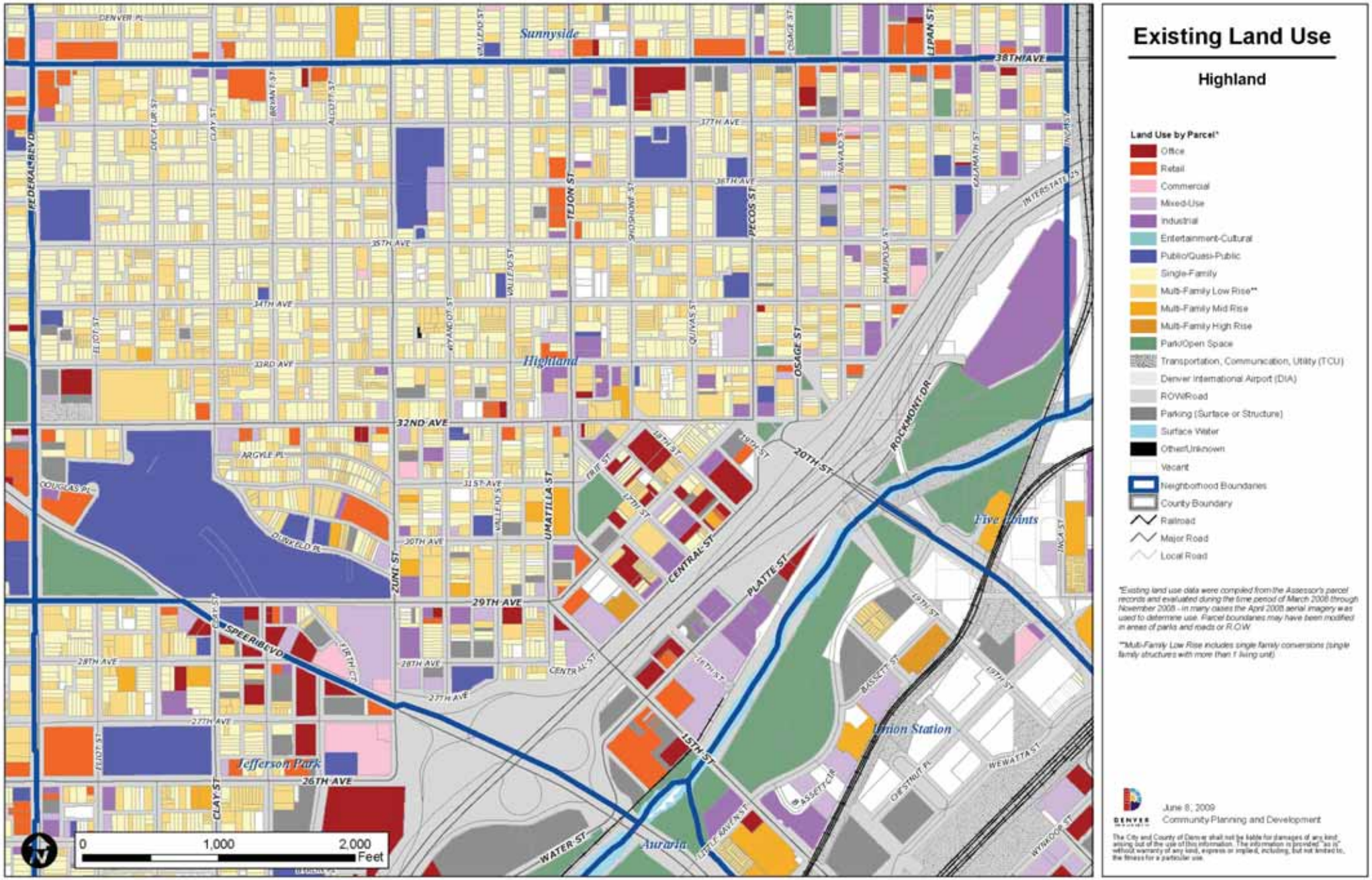

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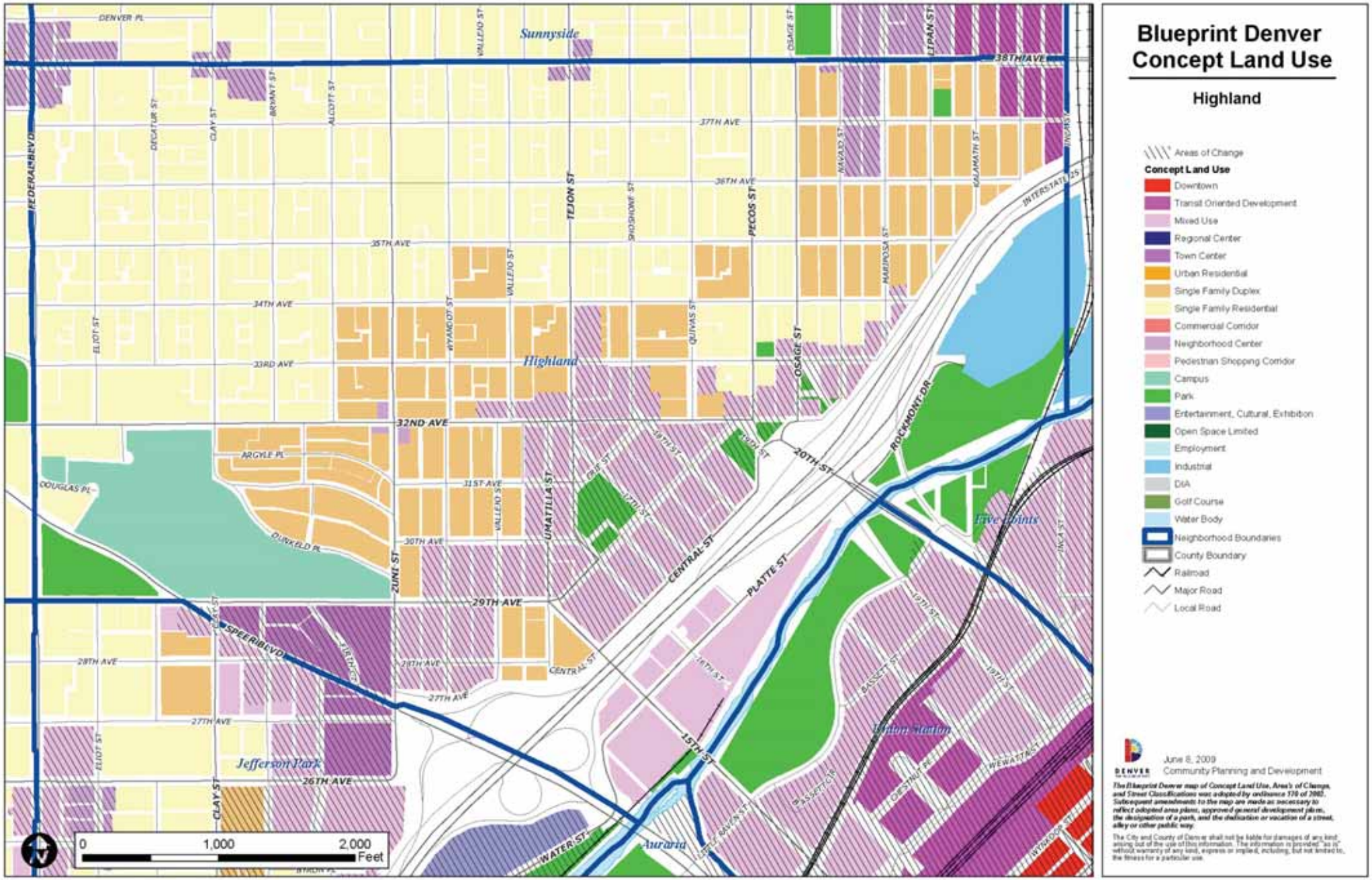

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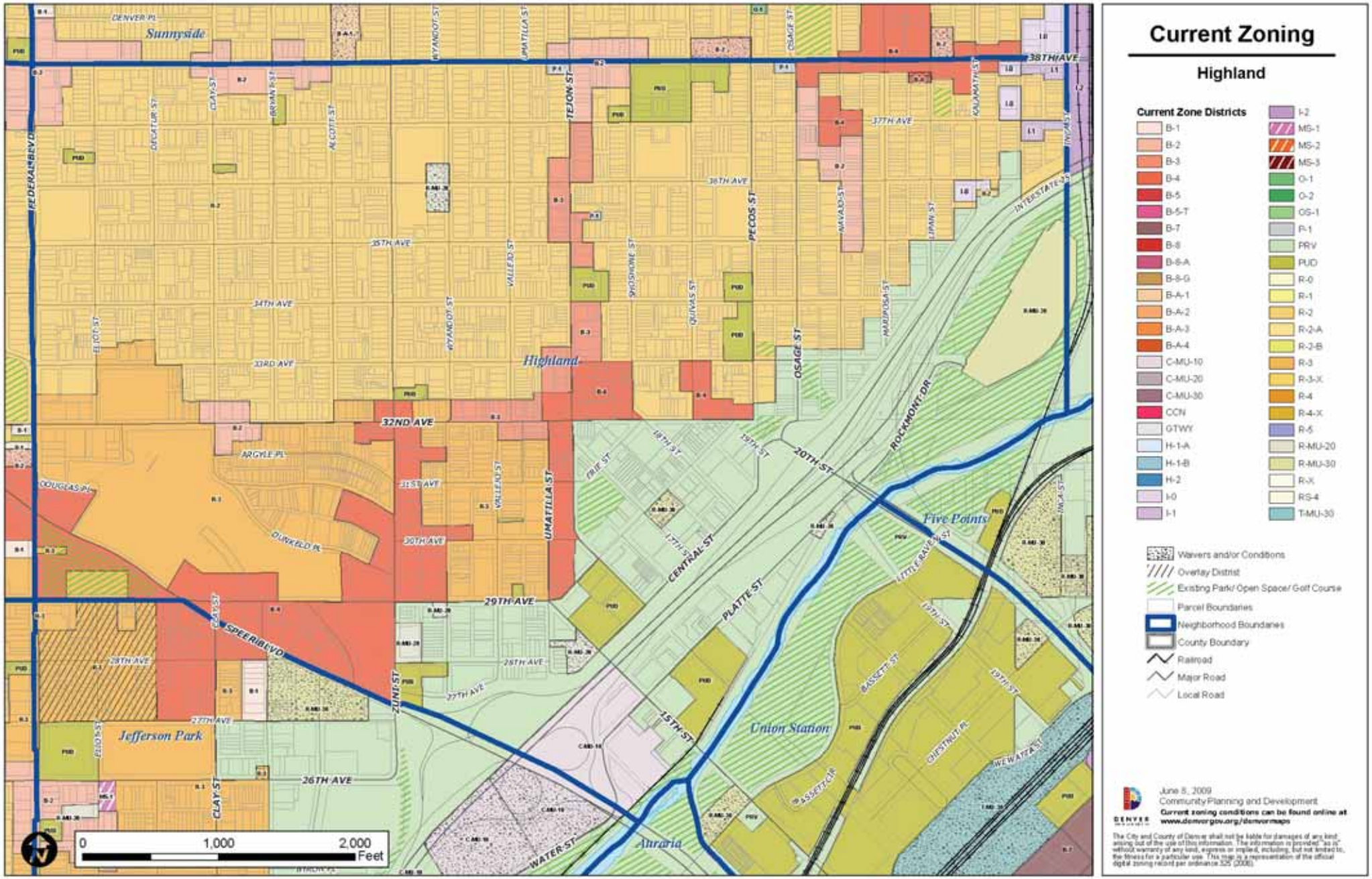

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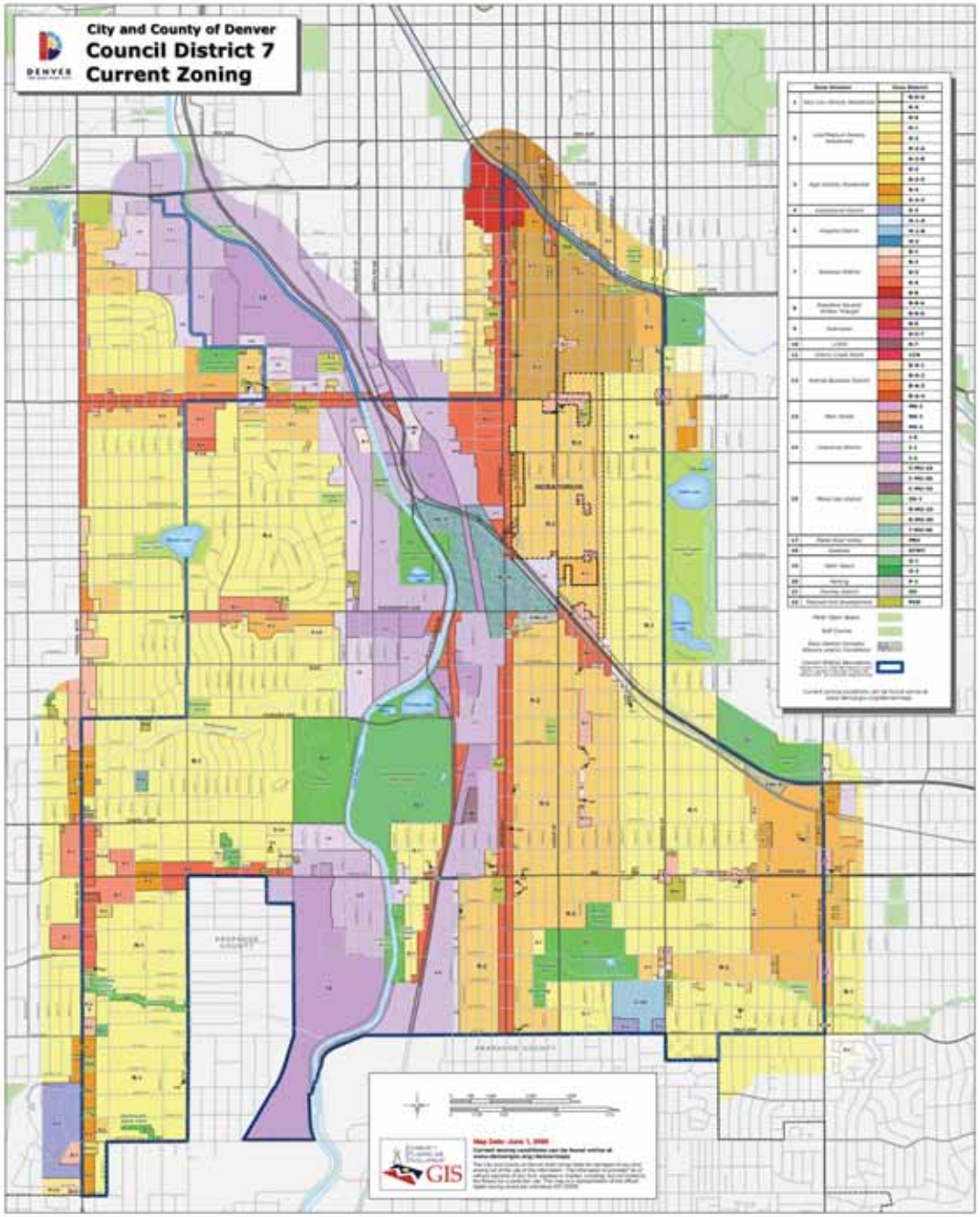

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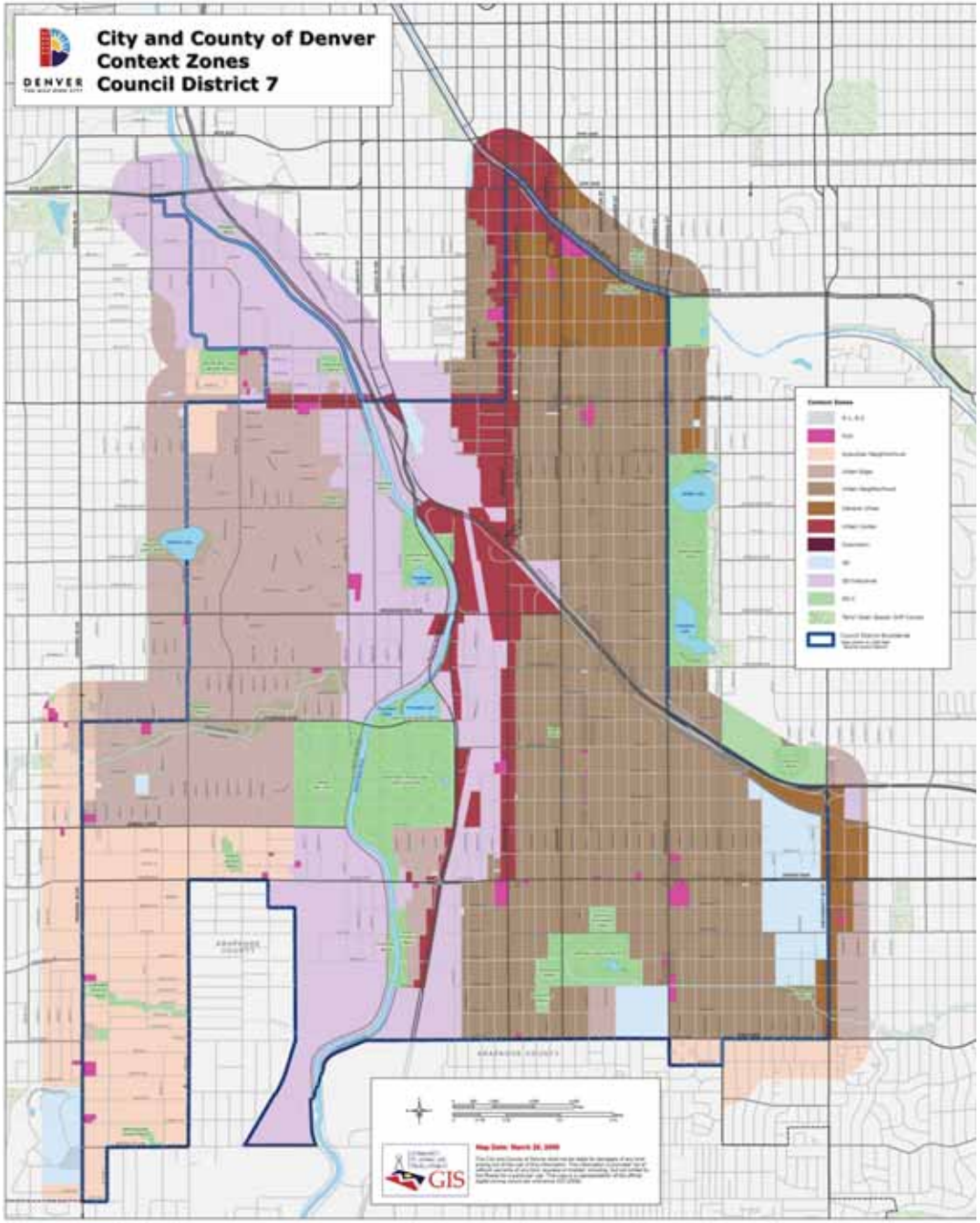

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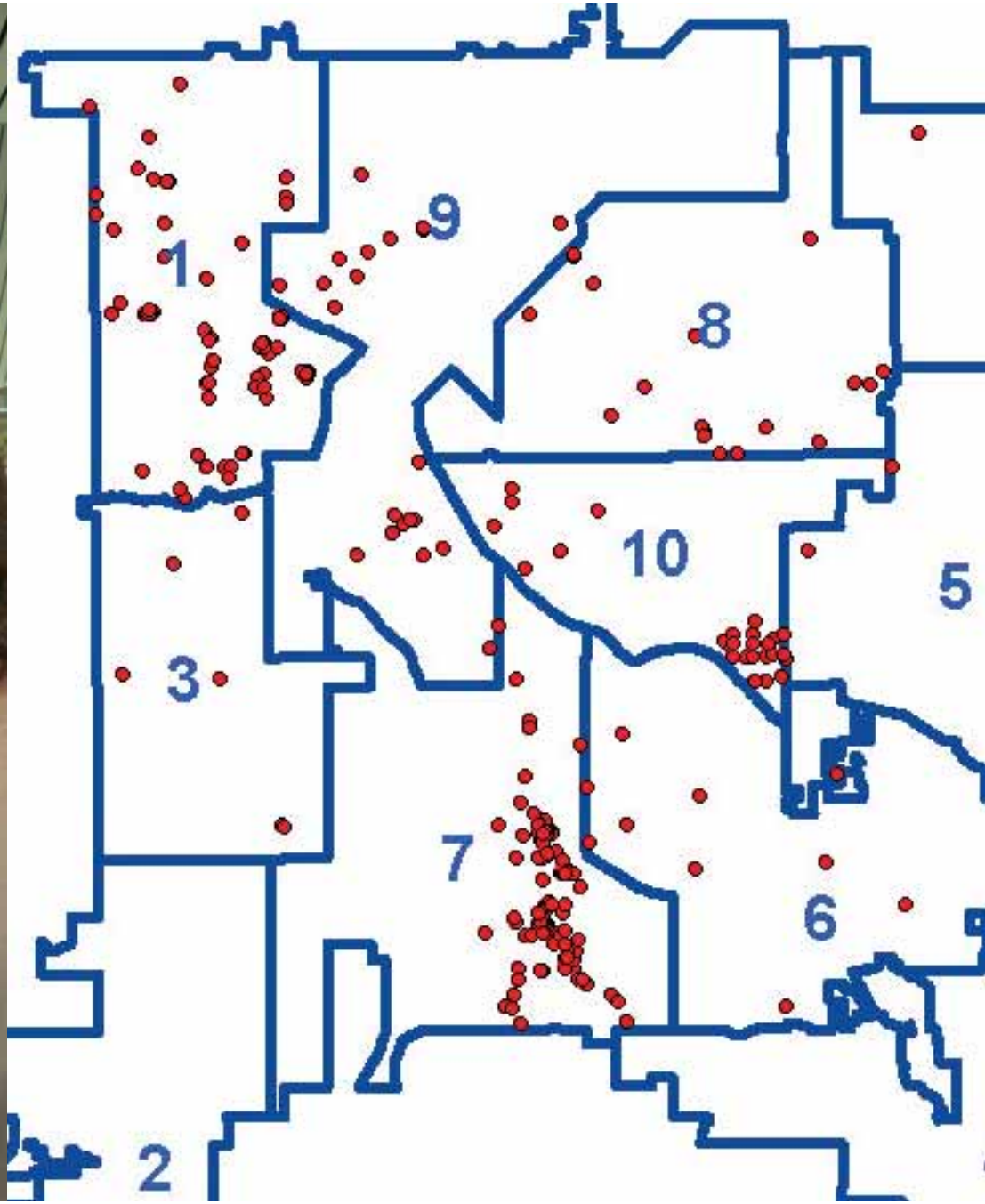

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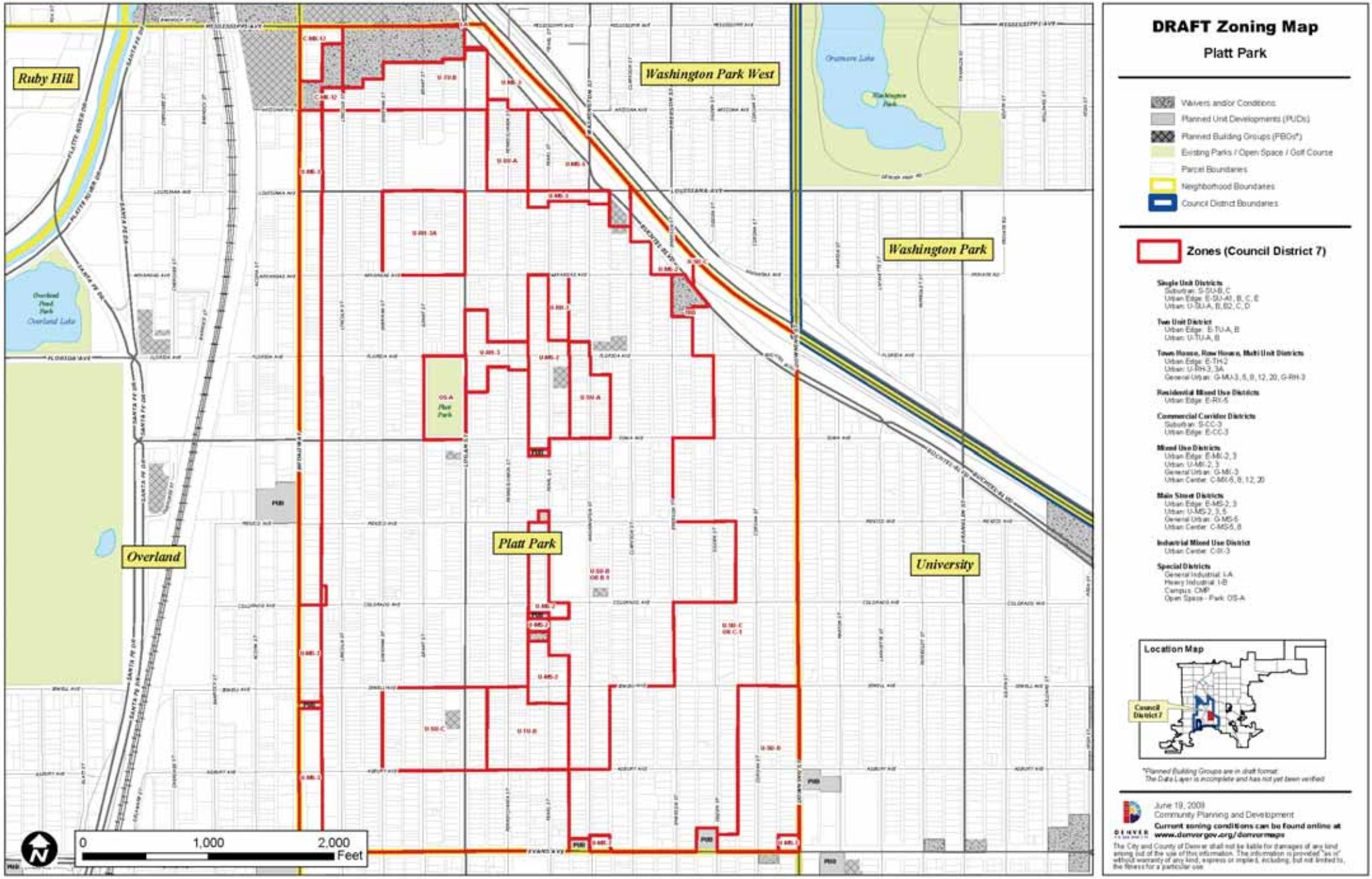
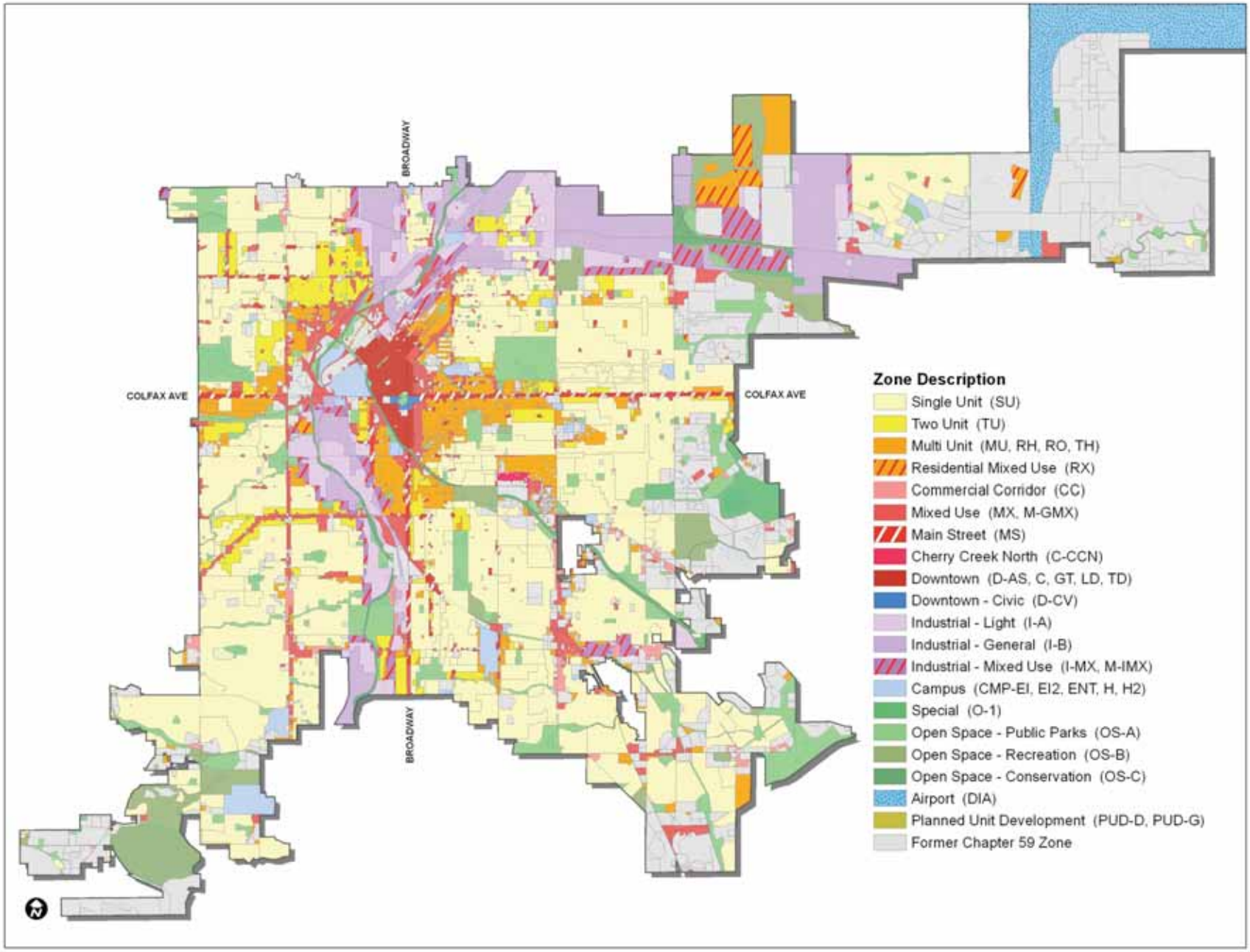


Technical Capacity and Resources

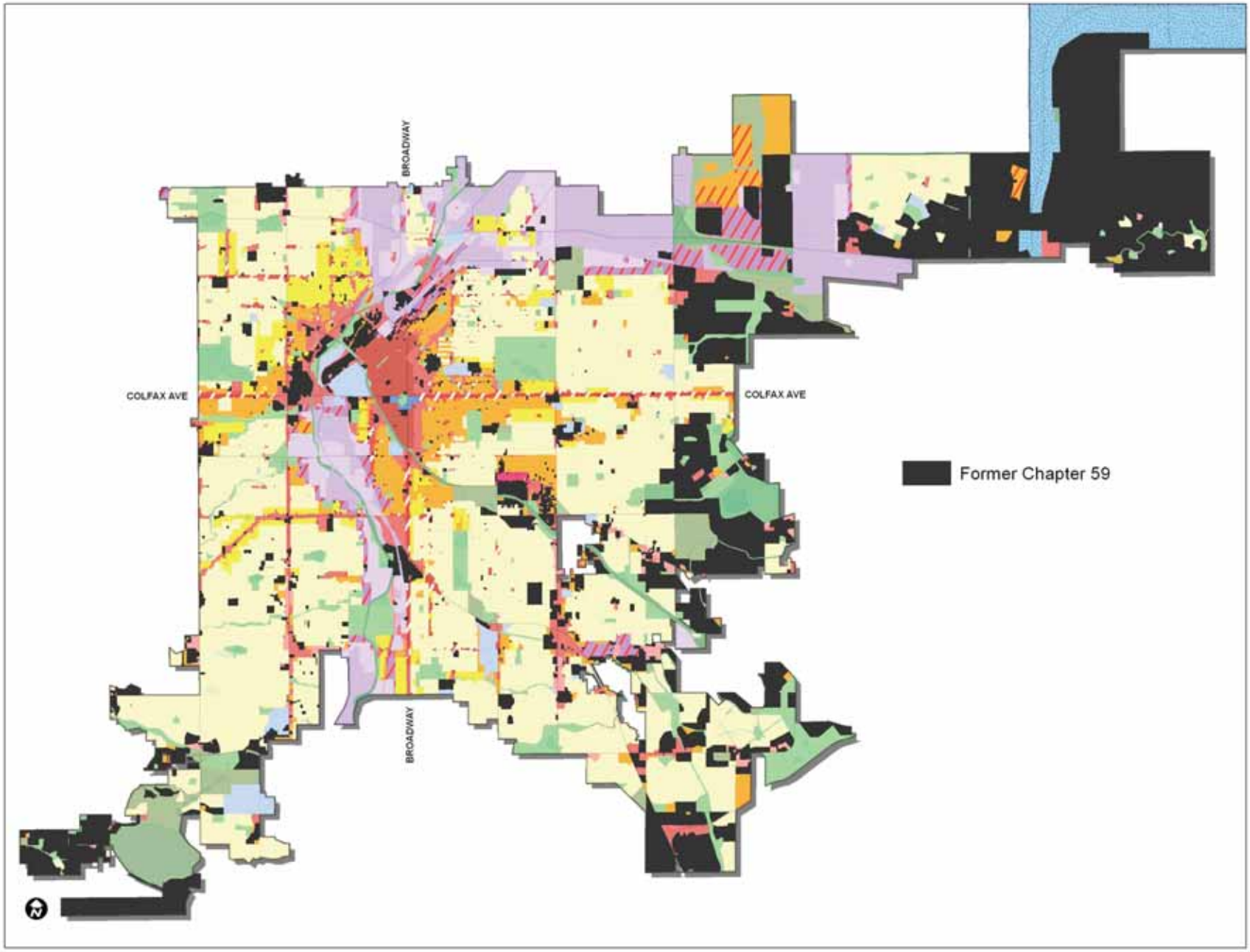
Political Support + Will + Ownership

- City Council Members Need to OWN the Map
- Assigned Specific Staff to Each Council Person

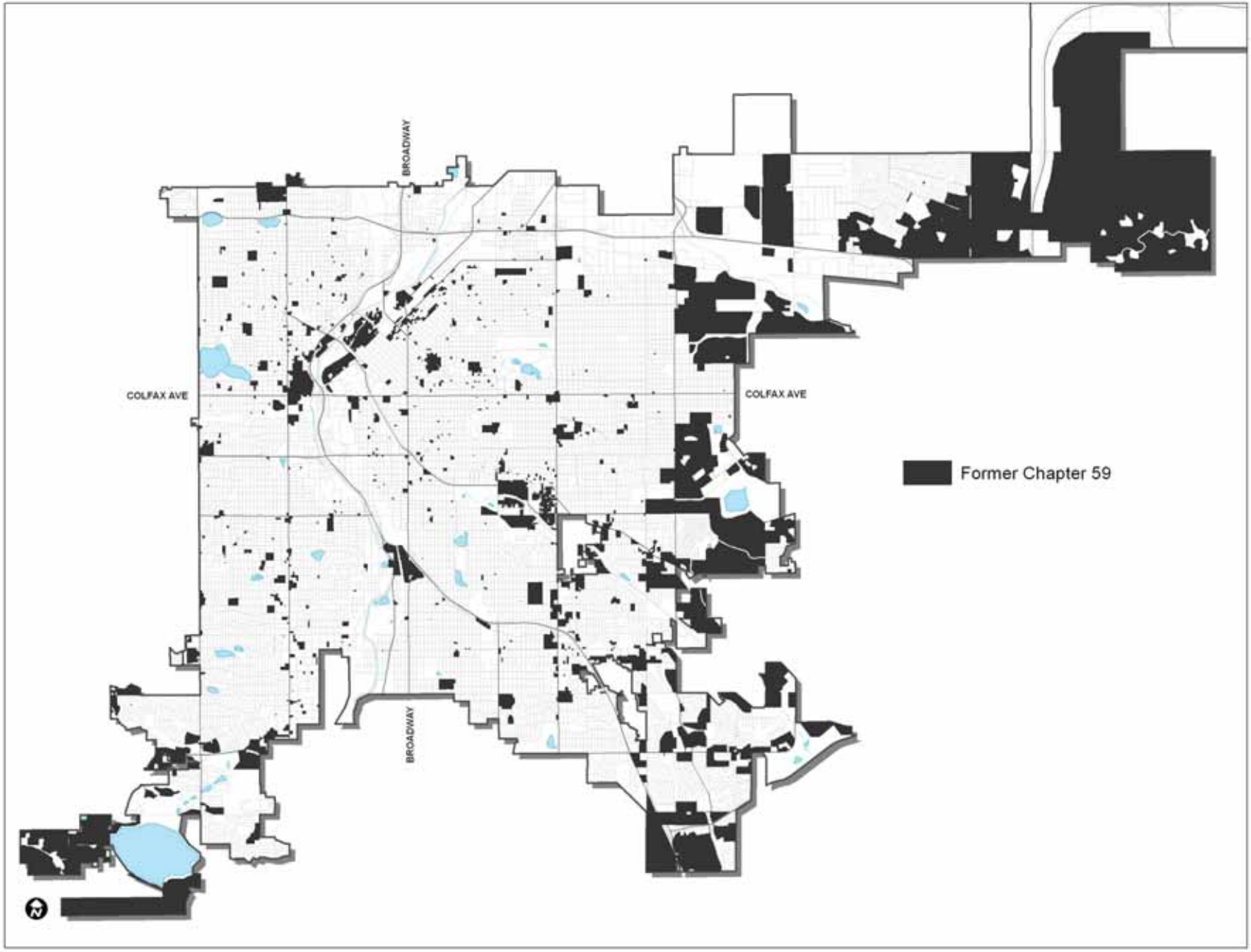
Political Support + Will + Ownership



Political Support + Will + Ownership



Political Support + Will + Ownership



Demonstrate Relationship to Adopted Plan

- Established Areas/Growth Areas
- Existing and Future Transportation
- Environmental Priorities
- Form, Use, and Intensity

Demonstrate Relationship to Adopted Plan

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DENVER DESIGN DISTRICT

CONCEPTUAL SITE PLAN

Demonstrate Relationship to Adopted Plan

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Demonstrate Relationship to Adopted Plan

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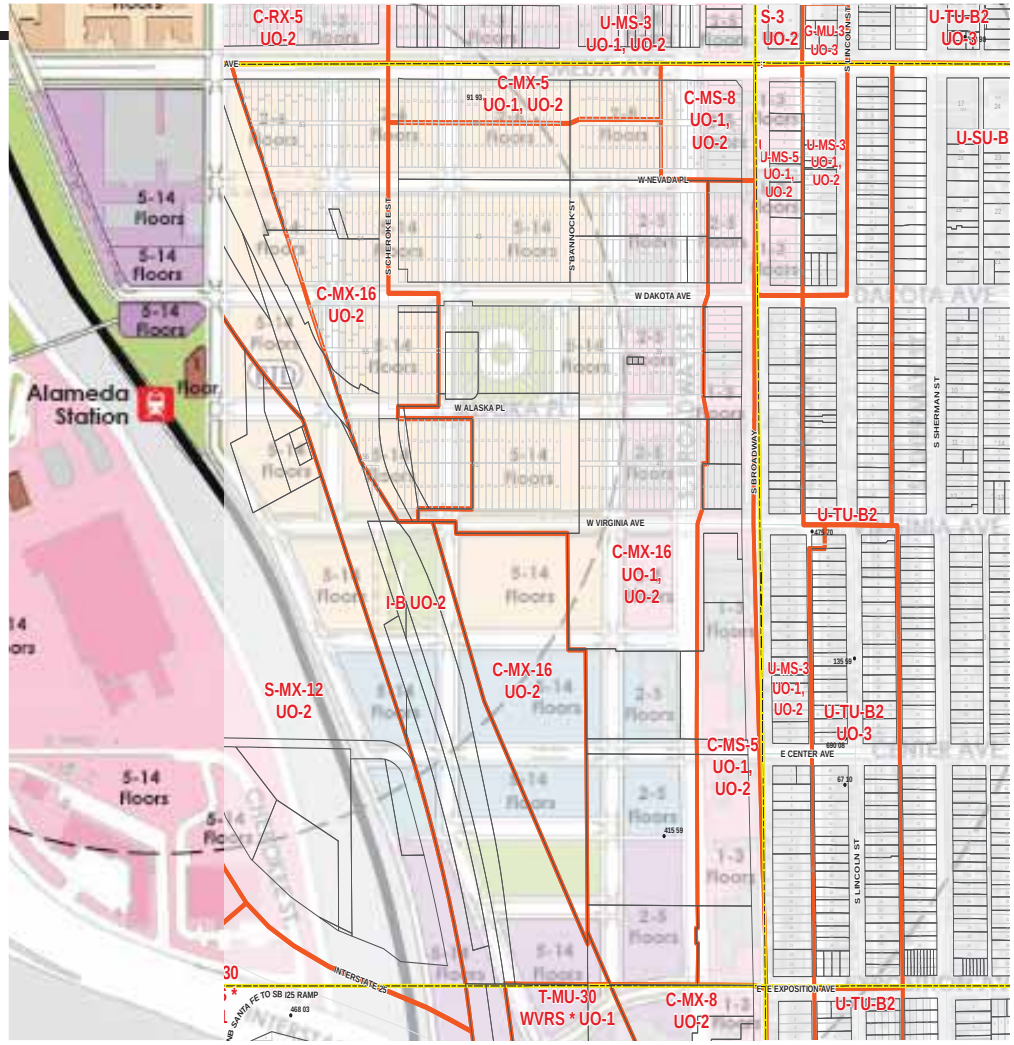
Proactively Rezone to Prioritize TOD

Proactively Rezone to Prioritize TOD

1. Strong Neighborhood Participation and Support for Station Area Plan
2. Clear Understanding of New Form-based Zoning Tools
3. Form-based Planning and Zoning Increased Potential Yield in Support of TOD



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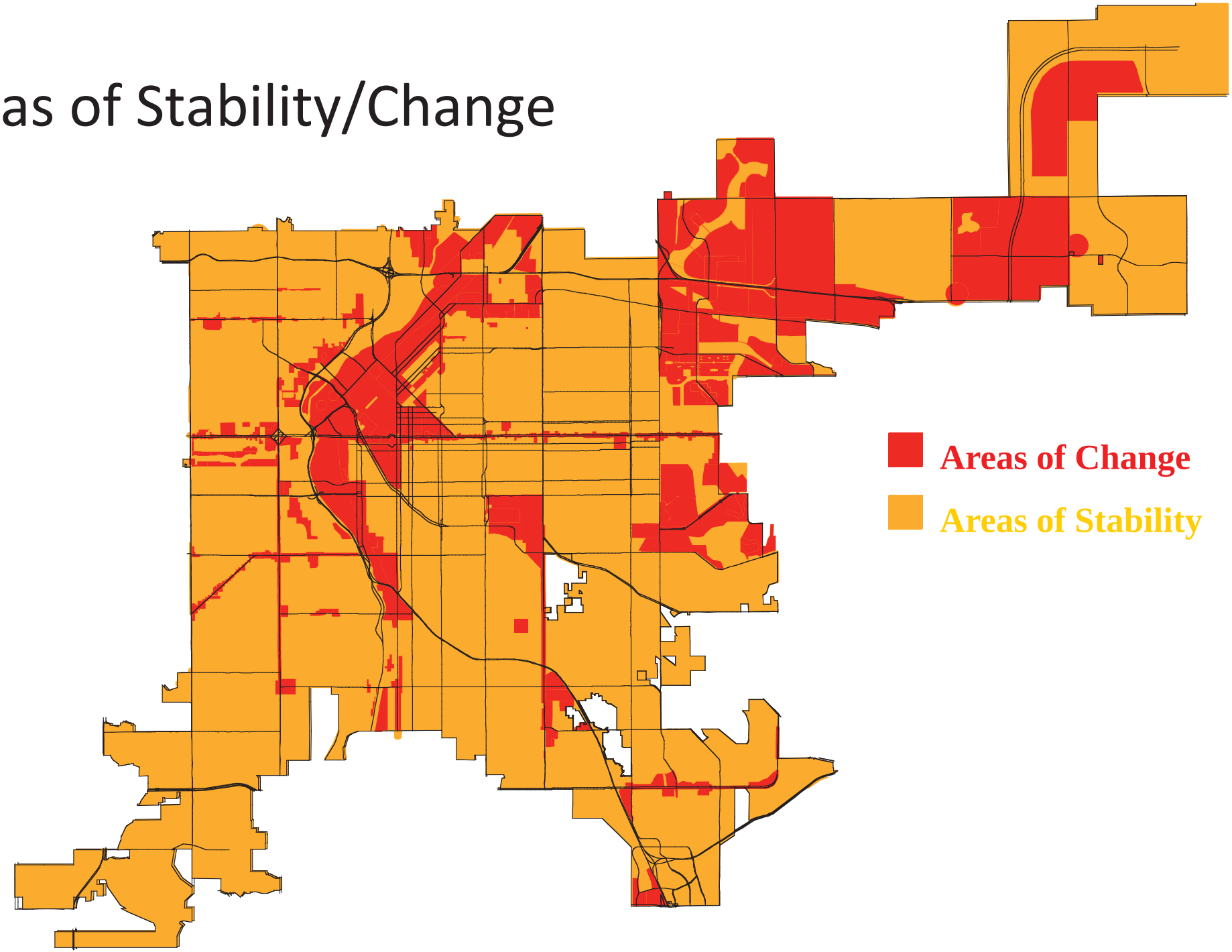
THE NEW ZONING CODE

PUTTING BLUEPRINT DENVER TO WORK

Areas of Stability/Change



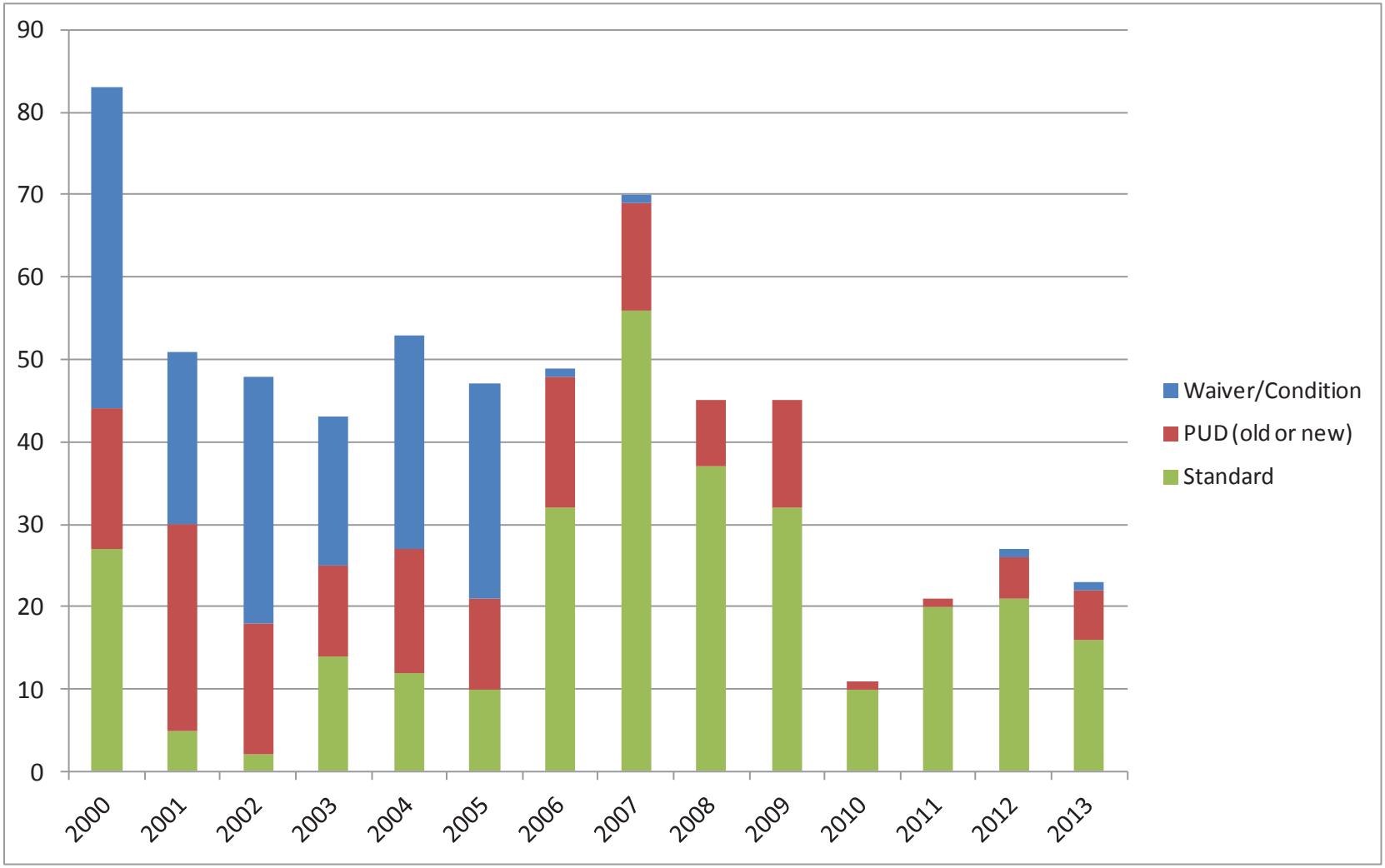
Implementing Blueprint Denver

Performance Measure	2012	2013	2014
Directing Growth			
Achieve a higher ratio of private investment in Areas of Change to Areas of Stability	3:1	6:1	6:1
Achieve a higher ratio of investment in Areas with Small Area Plans to areas without Small Area Plans	5:1	10:1	6:1

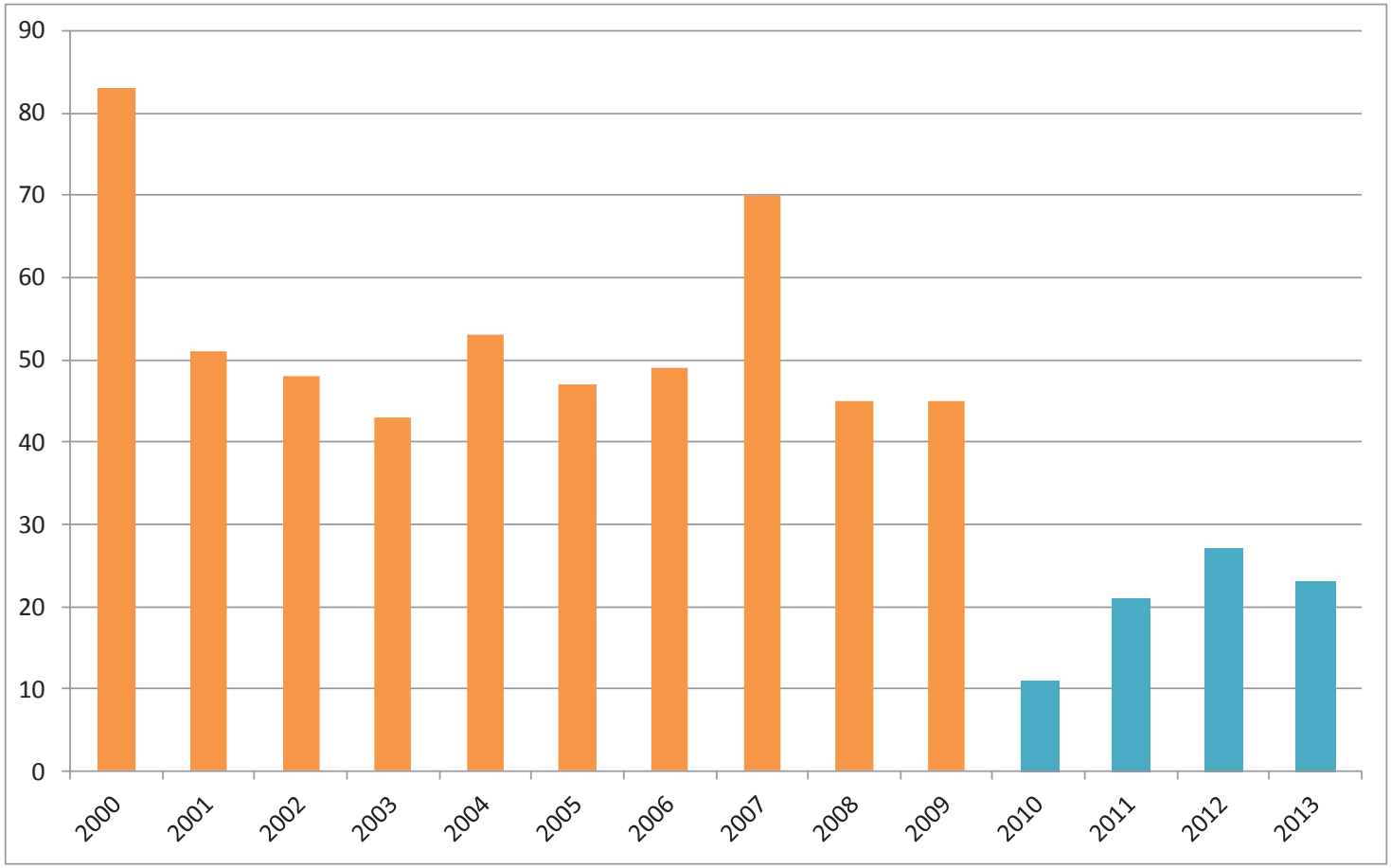
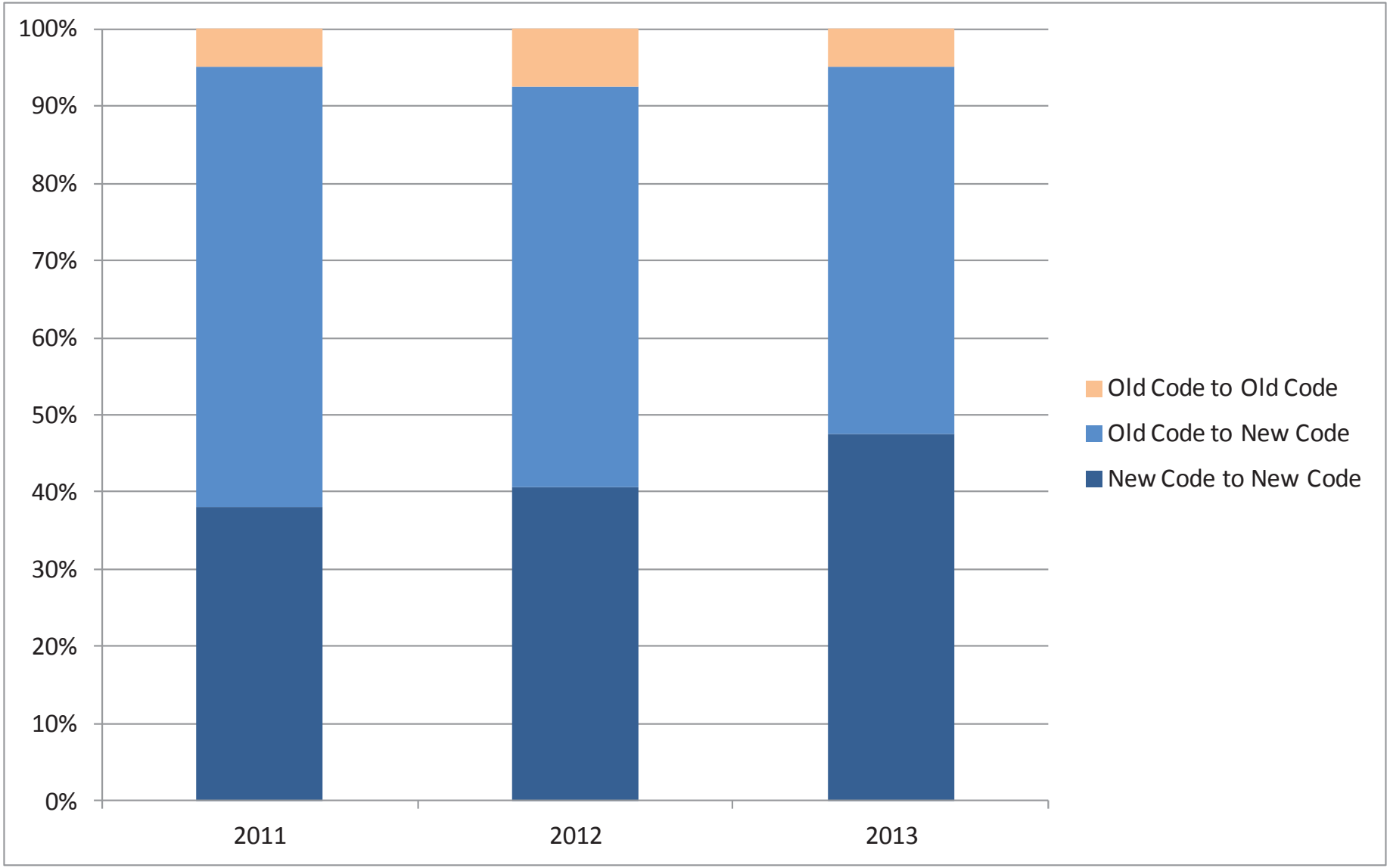
Streamlining the Development Process

	2001	2008	2014
Map Amendments	49	52	37
To PUD	22	11	5
With Waivers &/ or Conditions	22	12	4
Language Amendments	10	16	3
Moratoria*	0	1	0

Rezonings By Type



Fewer Rezonings



Rezoning to Old Code vs. New Code